

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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December 12th, 1912, Temperature a.m. 62, p.m. 68; Humidity...84, 60.

December 12th, 1911, Temperature a.m. 62, p.m. 63; Humidity...64, 74.

WEATHER FORECAST
FAIR.
Barometer 30.20

No. 8968

星期五十一月十子壬

FRIDAY, DECEMBER 13, 1912.

五拜禮

號三十月二十年亥癸

896 冊第
Single Copy 10. CASH

TELEGRAMS.

OFFICER'S MURDER.

HOW IT OCCURRED.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Regarding the murder of Capt. Eckford, of the Indian Army, Reuter's Teheran correspondent says Captain Eckford, and Major Kettlewell, of the Central India Horse, while proceeding to Dastarja on a shooting expedition, accompanied by 26 sowars, were attacked by 300 tribesmen. Captain Eckford was killed. Some regimental mules were carried off, as well as a whole caravan of merchandise en route to Bushire.

It is stated that the party, who went shooting with the permission of the Governor-General, were within the region guarded by the gendarmerie. Major Kettlewell and party returned to Shiraz on Wednesday.

OFFICIAL COGNISANCE.

Later.
With reference to the attack near Shiraz, involving the death of Captain Eckford, Lord Curzon stated in the House of Lords that the Government were fully aware of the gravity of the occurrence and would in no wise neglect considerations of British credit and prestige which it involved.

ADMIRAL BRIDGEMAN.

WHY DID HE RESIGN?

London, December 12.
With reference to Mr. Churchill's statement in the House of Commons yesterday, in reply to persistent questions by Lord Charles Bessborough, that the proposal for Vice-Admiral Bridgeman's retirement emanated from Mr. Churchill, but was solely due to ill-health, the "Daily News" says that it is notorious that Vice-Admiral Bridgeman retired after serious disputes with Mr. Churchill and at the latter's authoritative request. Admiral Bridgeman appears to have wished more money for the men with a view to securing recruits. It is unknown whether this was the only point of difference.

The "Daily Express" states that Admiral Bridgeman was ill during the summer but is completely recovered. He had been urging efficient manning. Mr. Churchill was understood to have replied that he had raised the wages and it was impossible to provide more money for further increasing them.

MR. CHURCHILL SPEAKS.

Later.
In the House of Commons, Mr. Churchill explained that Admiral Bridgeman had this year been continually struggling with ill-health and on several occasions he contemplated resigning. He (Mr. Churchill) having reached a definite conclusion on the matter, he was bound, with the concurrence of the Premier, to impart it to Admiral Bridgeman.

Mr. Churchill praised Admiral Bridgeman's capacity and zeal, but said he was unable to sustain the responsibilities of his great office. "There was no difference in view or policy at any time between us," added Mr. Churchill.

AUSTRIA AND RUSSIA.

THE TENSION CRITICAL.

London, December 12.
A St. Petersburg telegram states that prices on the Bourse are dropping daily.
There was a heavy fall on Wednesday owing to reports that the tension between Austria and Russia had become critical.

TELEGRAMS.

CHANNEL COLLISION.

THE "OSPREY" SAFE.

Reuter's
[Service to the "Telegraph."]
London, December 12.
The a.s. Osprey, which came into collision with H.M.S. Centurion, has arrived at Portland Bill.

A CORRECTED VERSION.

Later.

Wreckage found leaves scarcely a doubt that it was the Italian steamer Derna, with about 25 aboard, which was sunk by the Centurion.

A message from Reuter's correspondent at Hamburg states that the Derna left Memel on the 3rd inst. with a crew of 36.

MONEY AND CREDIT IN AUSTRALIA.

The Economist makes the following remarks on the financial situation in Australia:—

The monetary position continues to become more critical, the adverse factors now being supplemented by want of confidence. The advance in rates, the consequent depression of stocks, the continued outflow of gold, the uncertainty of the season, and the certainty that the volume of exports of produce will for the present fall off, all combine to exercise a depressing influence. But in addition, the thinking portion of the public views with alarm the profuse expenditure of the Commonwealth Government and the confiscatory legislation proposed by the New South Wales Labour Government. The Commonwealth Government is unceasingly making well-paid appointments, and procuring out money to pay for a system of day labour of at least an uneconomic description. Under the rule of the Caucus, there is no effective control of the public finances, the Treasurer (the Prime Minister) having merely to follow instructions when proposing anything of a financial character. The New South Wales Government, on its part, has created general alarm by the introduction of a Bill to reduce the rates of dividends payable by the Australian Gas Light Company and two other companies which were incorporated under royal charter in the early days of the colony. If the Bill becomes law, the rate is to be brought down to 4 per cent, all profit in excess of the amount required for dividend to be applied to the reduction of the price of gas. Yet the Government itself cannot at present borrow at 4 per cent, unless it allows brokerage, and even at that the sales of fresh stock are very small and inadequate to meet the requirements of the Treasury. The honest course would be to buy out Australian Gas Light Company on a reasonable basis, but the Labour Government, impelled by the more violent section of its supporters, is animated by the vindictive desire to make capital "sit up." It refuses to entertain a proposal that the company should be allowed to capitalise its premium capital and

TELEGRAMS.

IMPERIAL DEFENCE.

NEW ZEALAND IDEALS.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Reuter's correspondent at Wellington telegraphs that Mr. Allen, Minister for Defence, was entertained to a banquet by the citizens before he left for London. The speeches were most enthusiastic and indicated the readiness of New Zealand to take her full share in Imperial defence.

Mr. Allen said the ideal was that the southern dominions should keep open our trade routes. There was no reason why Canada, Australia, New Zealand, and even South Africa and India, should not unite in maintaining a Pacific Fleet. It was useless to build up a local navy for purely local purposes.

A telegram of congratulation was despatched to Mr. Borden.

MONEY AND CREDIT IN AUSTRALIA.

reserve fund, together amounting to £392,675 (the paid-up capital being £849,000), and to make the rate of dividend 5 per cent. It wants, in fact, to confiscate the amount named. The Bill passed its second reading last week, and will be dealt with this week in Committee. The counsel for the companies addressed the House during the debate, but Mr. Adrian Knox, K.C., representing the Australian Gas Light Company, was interrupted in his speech by the Speaker who ruled that counsel must confine himself to the business side of the question, and not to the policy of the measure. He also held that Mr. Knox could not be allowed to make comparisons between English and local legislation. As this embargo prevented Mr. Knox from fully stating his case, he did not proceed with his speech, for he said he could not usefully detain members of the House any longer. Mr. Wise, K.C., representing the North Shore Gas Company, however, met with much better treatment, and was allowed to say things not permitted to Mr. Knox.

The Speaker did not rule against him, although this counsel even went so far as to say that the measure in its present form offended against the old maxim, "Thou shalt not steal." Mr. Carmichael, in his reply, appeared to be more conciliatory, than in his opening speech, but though he held out hopes of amendment, did not make any definite statement as to what form such amendment would take. In Committee (he said) he was willing to consider any amendment that may be submitted. It is thought that the Bill will be amended to some extent, but it is very doubtful whether the drastic conditions as regards the dividends will be much alleviated. The Bill is popular with the consumers, who are keenly impressed with the prospect of cheaper gas, but forget the seriously prejudicial effect the confiscation of the large amount of shareholders' capital will have on the credit of the country. The Government, knowing that the Bill is, popular, is apparently, going to disregard entirely the claims of the shareholders to possession of their own assets and to the profits which their enterprise and capital in the past has made possible. The position is deemed to be very serious in the minds of investors, for it is felt that unless the Bill be amended out of recognition in regard to the dividend clauses, the credit of the State must be seriously affected. But the step it proposes has gravely shaken confidence in Sydney, and Stock Exchange depression reigns there as well as at Melbourne. Transactions in stocks are few and far between at selling prices. At Melbourne Board of Works 3.1-2 per cent. have declined to 89.1-9-80.

TELEGRAMS.

BAVARIA.

PRINCE REGENT DEAD.

Reuter's
[Service to the "Telegraph."]
London, December 12.

Reuter's correspondent at Munich telegraphs that the Prince Regent of Bavaria died at five o'clock this morning.

[Prince Leopold, Regent and heir presumptive of Bavaria, was born on March 12th, 1821, and was an uncle of the late King and the present King Otto. He was appointed Regent in 1886, and married on April 15th, 1841, the Archduchess Augusta of Austria-Tyrol, who died on April 26th, 1861.]

THE FAR EAST IN PARLIAMENT.

HOUSE OF COMMONS.

British Trade in China

(Nov. 11.) Mr. C. Bathurst asked the Secretary for Foreign Affairs whether in view of the monopoly granted to the Hongkong and Shanghai group for financial transactions with China, the Government would undertake that all British merchants and manufacturers should have an equal opportunity of tendering for all Chinese Imperial Government or Provincial Government contracts, and that the said financial group should be excluded, seeing that they were a monopoly, from making any condition in regard to the commercial side of the business.

Mr. Acland: The exclusive support by His Majesty's Government to the Hongkong and Shanghai Bank is in respect of finance only, and industrial contracts will be subject, as in the past, to open tender.

Mr. Bathurst: But the bulk of the money lent comes from either Great Britain or France, while the bulk of the commercial advantages passes to other countries. The Hague Opium Convention.

(12th.) Dr. Chapple asked the Secretary for Foreign Affairs whether the Government had ratified The Hague Opium Convention.

Sir E. Grey: The reply is in the negative. For the reasons of the delay in ratifying, I would refer the hon. member to Articles XXII and XXIII of the Convention. Except in the now unlikely event of all the Powers signing the Convention and supplementing protocol before Dec. 31, 1912, ratification can in no case take place until after that date. He hoped to place the report of the British delegates to the International Opium Conference on the table in about a fortnight.

The F.M.S. Gift to the Navy.
(13th.) Mr. Page Croft asked the Secretary for the Colonies whether it had been decided by the Federated Malay States to offer a first-class armoured ship to the British Navy.

Mr. Harcourt: Yes, sir. (Loud cheers.) The right hon. gentleman then read the cablegram sent to him the previous day by the High Commissioner for the Federated Malay States and his (Mr. Harcourt's) reply.

Mr. Lee: Will this ship be considered in addition to and not in lieu of any ship already announced by the First Lord of the Admiralty as part of the programme of the Home Government? (Opposition cheers.)

TELEGRAMS.

THE RAILWAY STRIKE.

INQUIRY INTO CONVICTION.

Reuter's
[Service to the "Telegraph."]
London, December 12.

The inquiry into the conviction of the dismissed engine-driver Knox, whose dismissal led to the strike of the North Eastern Railway, is proceeding in public. It has been adjourned until to-morrow.

Mr. Harcourt: I can hardly express an opinion on that myself at this moment, but I should be sincerely glad if the House and the country could have such an opportunity, (Cheers.)

Mr. Lee: May I ask the First Lord of the Admiralty to reply to my question?

Mr. Chubb: Until I know more precisely what are the conditions under which the gift has been made I could not give an answer.

Mr. MacCallum Scott: Is the Federal Council a nominated Council, and is there any precedent—(Opposition cries of "Do you object?")—for taxing a Crown Colony for Imperial defence since the taxation of the American Colonies, which led to the revolution?

Mr. Harcourt: I should like to have notice, but I ought immediately to say that the Federated Malay States are not a Crown Colony. (Opposition cheers.)

British Share of the Chinese Loan.

(14th.) Mr. Norman Craig asked the Secretary for Foreign Affairs whether any agreement or working arrangement existed between the Hongkong and Shanghai Bank and any other bank or financial house or group which in any way affected the British share of the proposed Chinese reorganisation loan or the advances already made.

Sir E. Grey: I have repeatedly stated that the business in connection with the loan will be equally divided between the six groups who compose the Six-Power Consortium. I am unaware of any subsidiary agreement or arrangement between the Hongkong and Shanghai Bank and any other financial house.

Mr. Norman Craig asked whether under the agreement of 1910 between the Hongkong and Shanghai Bank and German, French, and American groups the signatory groups all received identical treatment.

Sir E. Grey: The answer is in the affirmative.

Mr. Norman Craig: May I ask if the right hon. gentleman is aware that, according to the statement made by the American bankers of the Six-Powers Group on Sept. 24, the loans comprising the reorganisation loan to China were to be spread over a period of five years, whether in view of the fact that the monopoly of Government support accorded to the Hongkong and Shanghai Bank will extend to the period of negotiation and issue of the reorganisation loan, he will state over what period it is now proposed that the loan should extend, and whether the settlement of this question was left to the Hongkong and Shanghai Bank and the other bankers of the group.

Sir E. Grey: I have seen the statement referred to, which rests on the assumption that the amount of the loan now being negotiated between China and the six groups will amount to £80,000,000, which was the amount originally suggested by the Chinese Government. The amount of the loan will depend on the requirements of the Chinese Government, and the period over which the loan is spread, which must necessarily be dependent on the amount of the loan. It is entirely a matter for arrangement between the Chinese Government and the groups.

TELEGRAMS.

HOME RULE.

BILL THROUGH COMMITTEE.

Reuter's
[Service to the "Telegraph."]
London, December 12.

The Home Rule Bill is now through the committee stage in the House of Commons. The remaining clauses were adopted after the "guillotine" had been applied.

Sir Rufus Isaacs denied that the object of the amendment to Clause 42 was to embarrass the Unionists by passing the Bill first, so that if an election followed and the Government were defeated the Unionists would be compelled to repeal the Act. The only object of the amendment was to facilitate the administration of Ireland.

THE PRICE OF TIN.

Views of Pusing Bahru Chairman.

Mr. W. A. Luning, Chairman of the Kinta Tin Mines, Ltd., Pusing Lama, Ltd., Pusing Bahru, Ltd., Siputeh, Ltd., Narborough, Ltd., and Vice-Chairman of Sungai Krait, Ltd., recently granted a representative of the "Times of Malaya" a brief interview. Questioned as to the likelihood of the price of tin being maintained at its present high level, Mr. Luning said that it was not easy to express any very definite opinion but he had heard from a usually well informed source in London, just prior to his departure for Malaya, that the market had in view a price of £250 per ton during the course of the next few months, while some optimists in the metal market had even hazarded the opinion that the price of tin would go to £300 a ton.

"There is not the least doubt that the rise is mainly a question of the demand exceeding the supply and that the position is such that nothing can materially affect it for some time to come," said Mr. Luning. The prospects, too, of the production being augmented to any material extent are still as remote as ever—especially as the Nigerian promises have proved fiascoes. For a time, the price of tin was kept down by the stories of supplies from Northern Nigeria but these, as you know, have not been fulfilled and mining engineers and others qualified to speak have now come to the conclusion that tin from Northern Nigeria is not likely to affect the tin statistics.

Gopeng and Pusing Bahru.
"With regard to the Malaya mines, I have not seen many except our own, but what strikes me as surprising is the way the Chinese miner can go on turning the ground over and over again with apparent profit to himself. During my stay in Kinta, I have been over a portion of the ground that the new pipeline of the Kinta and Gopeng Consolidated Companies, and I must say that I am very much surprised at the amount of work Messrs. Osborne and Chappel, the Consulting Engineers, have already done. It is most gratifying. I think that there is little doubt that when this work is completed the Gopeng tinfield owned by the Companies concerned will come to be no longer looked upon as a mining venture but will be regarded as an industrial security."

"With regard to the Pusing group of mines, extensive developments are taking place and any one created in the geological formation of the tin bearing land in this part of Kinta might, with advantage and profit, visit Siputeh and examine the extraordinary formation now disclosed there. I may mention, in passing, that a circular will shortly be sent to the shareholders of Pusing Bahru with regard to an alteration of the system of work."

TELEGRAMS.

JARDINE, MATHESON'S.

ALLEGATIONS REFUTED.

Reuter's
[Service to the "Telegraph."]
London, December 12.

Replying to a series of questions in the House of Commons by Mr. Norman Craig, Unionist M.P. for the Isle of Thanet Division of Kent, Mr. Acland, Under-Secretary for Foreign Affairs, said it was alleged in 1910 that Messrs. Jardine, Matheson and Co., as Agents for the British and Chinese Corporation under agreements concerning the Nanking, Kowloon-Canton and Fukow Railways, and as representatives of manufacturers of railway material, had used their position unfairly and prejudicially to other British firms. The matter was carefully investigated and the explanations advanced were considered satisfactory. The firm which promoted the question intimated that they did not desire to press it.

Mr. Acland added that the question was revived in another form in 1911 with similar results.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Prince Regent of Bavaria is dead.

The Home Rule Bill has now passed through the Committee stage in the House of Commons.

The inquiry into the conviction of the engine-driver, which led to the railway strike, is proceeding in public.

It now appears that it was the Italian steamer Derna, with about 25 aboard, which was sunk by H.M.S. Centurion.

On reports of critical tension between Austria and Russia, prices on the St. Petersburg Bourse are dropping daily.

The circumstances of the murder of Captain Eckford, of the Indian Army, show that the party was attacked by 300 tribesmen.

Considerable controversy is going on at Home regarding Admiral Bridgeman's resignation and the circumstances surrounding it.

The New Zealand Minister of Defence, before leaving for London, declared that it would be useless to build up a local Navy for purely local purposes.

Allegations against Jardine, Matheson of using their position under Chinese railway agreements unfairly, have been dissipated in the Commons.

LOCAL.

Thirty-seven subscription griffins arrived to-day and are being drawn for this evening.

The collision case, which was heard in Admiralty Jurisdiction during the last few days, came to an end yesterday, judgment being reserved.

In a case where a man was sued for his dead brother's debts, a promise to be responsible for them being alleged, judgment was given for the plaintiff.

The action brought against Mr. H. W. D. Shillard, and the Peninsula and Oriental Steam Navigation Co., by a fullyman resulted in defendant's favour.

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Hongkong, 23rd September, 1911. 42

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guests.

Hongkong, 1st Feb., 1912. 129

J. T. SHAW,

FOR THE NEW SEASON.

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HIGH STANDARD OF QUALITY.

The footwear is remarkable for its sensible shapes, accurate fit,
high-grade materials and long wear. It is designed by experts
with such a nicety and on such correct principles that the boots
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CONTEMPORARIES.

Daily Press.

Imperial Defence.

It is gratifying to learn from the telegrams of the last few days that the two great parties in the United Kingdom are equally keen to give, in the Premier's words, "formal and authoritative expression to the universal feeling of warm appreciation which has been aroused in the Mother Country by the splendid patriotism and liberality of her fellow citizens and fellow-subjects in the Overseas Dominions." Mr. Asquith has very properly deferred this until the Canadian Parliament has discussed the proposals Mr. Borden has recently laid before it. From the few remarks made on occasion by Sir Wilfrid Laurier, the Opposition leader in the Dominion Parliament, it appears clear that there is perfect unanimity of opinion upon the broad principle that the Dominions should assist more substantially than they have done hitherto in the naval defence of the Empire, but as to the method of doing this a difference of opinion certainly exists. Sir Wilfrid Laurier and his political friends would prefer to see Canada moving, not on the lines of New Zealand in this manner, but on those of the Australian Commonwealth. One of the telegrams mentioned that Sir Wilfrid Laurier said he was glad to learn from the Admiralty memorandum that there was no "emergency" or immediate danger. Consequently we assume that he feels himself free to criticise the form of the proposed naval contribution.

South China Morning Post.

The British Worker To-day.

The frequency with which these industrial crises arises causes many men to ponder on the evils that threaten the future of England. During the past two years, strike has succeeded strike, far-reaching, cruel in their effect, and while workers have felt the gnawing pangs of poverty they seem ready to undergo the same experiences in order to vindicate a chimerical right or champion a political cause. The mental and moral constitution of the British worker has changed very much during the past few years. It is for him to decide—the dominant dictator of national policy—what the commercial future of Great Britain shall be. To-day he but faintly realises that perpetual crises are putting back the "hands of the clock." Their prosperity and the country's development are endangered because, in worshipping his pet god he is blind to that altar of patriotism which his fathers honoured.

China Mail.

China's First Year of
Republicanism.

China to-day, though perhaps not materially, is certainly on a higher plane of civilization than ever she was before. If people expected—many apparently did—that China would, on the overthrow of the Manchus, at once show a complete westernlike appearance in her institutions and that the bad old ways of the East would at once give place to the good new ways of the West; doubtless they have been disappointed. They will probably continue to be disappointed for quite long a time yet. Revolutions bring about great and many changes in their wake, but the process is gradual and more gradual in the Orient than elsewhere. In fact, the progress that has been made, just as the practically bloodless manner in which the Revolution was accomplished, may yet come to be looked upon as among the most astounding facts of modern history. China is a vast country, and though she cast aside her oppressors with commendable vigour once the time was really made, she is nevertheless not likely to cast aside her natural disposition and adopt the policy of "hustle" in place of her usual dignified and more satisfactory methods of progress.

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BAKERS, CONFECTIONERS & RESTAURATEURS.

GENERAL NEWS.

The Provisional Government.
The "Peking Daily News" understands that if the Government carries out its intention of extending the provisional regime it will be actuated chiefly by the Russo-Mongolian situation, it being considered inadvisable to effect any change in the Cabinet until this matter has been satisfactorily disposed of. Unless unforeseen circumstances arise, the National Assembly will meet in February, as previously arranged.

Extraordinary Discovery in Mexico.

Explorers among the ancient ruins of Mexico are reported to have discovered that in prehistoric times the Chinese must have found their way across the Pacific in their junks. A figure of a distinct Mongol type and clad in distinct Chinese dress has been found 30 ft. beneath the surface. Confirmatory of this belief is the presence of Mongol types among American and Mexican Indians.

The Late Sir R. Proctor-Beauchamp.

The death took place at his seat, Langley Park, Norwich, on 10th inst., of Sir Reginald Proctor-Beauchamp, fifth baronet. Educated at Eton and Trinity College, Cambridge, he travelled extensively in China and Japan as well as India and Barmah. The title now passes to Sir Reginald's next surviving brother, Colonel Horace George Beauchamp, O.B. The next brother, the Rev. M. H. Beauchamp, who is a missionary in China, now becomes heir-presumptive.

Well-known Traveller's Lecture.

Dr. Legendre and Captain Noiret lectured before the French Geographical Society on 13th ult. on their recent explorations in Yunnan, Kweichow, and Western Szechuan. They described the course of their journeys, the chief features of which were reported at the time, and showed that, though the mission lost a portion of its documents in attacks made upon it, a great deal of valuable information was gathered for the future relations between Indo-China and Southern China.

That Chinese Burglar.

Robberies have been very frequent in Peking, of late according to the "P. and T. Times." Several foreign houses have been visited by burglars and quantities of silver and furs stolen. In none of the cases that have come to our notice has any of the stolen property been recovered. This is the more inexplicable when it is remembered that the streets and hutongs are patrolled all night by troops, who should be sufficiently on the alert to prevent thieves from getting away with their booty. Hongkong suffers by the wily Chinese burglar's activities will not see anything so wonderfully inexplicable.

Death of a Prominent Straits Business Man.

The Home papers report the death of Mr. John R. Outhbertson, formerly of the Straits Settlements, which took place at a Nursing Home in London on 7th ult. in his 63rd year. He had been ill since the middle of July, and from the early stages of his illness it was evident that recovery was very improbable. Mr. Outhbertson joined the London office of Bousted and Co. in 1872. After 25 years' service there he returned home (1897) and relinquished business. When in the Straits he interested himself in all the social activities of the place, and since retiring from the firm he paid two short visits to the Straits.

Miss Jardine Bell-Irving's Marriage.

The marriage of the Hon. Ian Maitland, only son of Viscount Maitland and Viscountess Maitland and grandson of the Earl of Lauderdale, to Ivy, elder daughter of Mr. and Mrs. James Jardine Bell-Irving, of Rokeby, Barnard Castle, took place on 11th inst. at St. Peter's Eaton-square. The bride was given away by her father. She was attended by four children, the Misses Mary and Lottie Maitland, Miss Snowdrop Villmot, and Miss Gwendoline Vaughan Williams. There were six bridesmaids—Miss Marda Bell-Irving (sister of the bride), Miss Elsie Bell-Irving, Miss Sybil Bernard, Miss Vera Piercy, Miss Violet Buchanan-Jardine (cousin of the bride), and Miss Blossom Vaughan Williams.

H. M. S. MALAYA.

Home Paper's View of F. M. S. Gift.

The Federated Malay States are to be congratulated upon their offer of a first-class armoured ship to the Imperial Government, says the "London and China Express." Coming from such a quarter it is a remarkable manifestation of loyalty to the British Crown. It seemed only natural that Australia, New Zealand, and Canada should contribute to the defence of the Empire, but somehow one scarcely expected that faraway Malaya would spontaneously come forward with a proposal to add a warship to the British fleet. Such a public and patriotic spirit on the part of the native rulers of the Federated Malay States is highly appreciated in this country, and their generous offer has been accepted by the Government with "deep gratitude." The rulers of the four States composing the Federation were unanimous in supporting the proposal because they were deeply sensible of the benefits of British protection. In this connection it is almost impossible not to draw a contrast between the present prosperous condition of Federated Malaya and the state of affairs which prevailed before the advent of the British on the scene. In those days the native states were the scenes of fierce internal feuds, and chaos and disorder prevailed in all directions. It was the British navy which cleared the seas of the innumerable pirates with which they were infested, and made way for the advent of the British residents who gradually made order out of chaos, and built up the prosperous countries which are now known as the Federated Malay States.

A Wonderful Transformation.

The transformation brought about by British administration since 1875, the year after the States came under our influence, is truly wonderful. Alongside of good government, freedom from aggression which the ships of His Majesty's fleet were able to secure, progress has been made in every direction. Splendid roads, good railways, fine Government buildings, and public works of all descriptions have been provided without saddling the people with a dead weight of debt. It will be interesting in order to show what has been accomplished, to quote just a few figures. In 1875 the revenue amounted to £77,000 and the expenditure to £82,000. Twenty years later the revenue had advanced to over £300,000, and the expenditure to about £300,000. Last year the revenue amounted to £4,000,000, and the expenditure to about £3,000,000. The total value of imports and exports combined in 1875 was only £200,000. Ten years later it had increased to over £3,000,000. In 1905 the value had gone up to £13,500,000, and last year (1911) it reached £23,000,000. The surplus in hand amounts to over £5,000,000, and this is all the more remarkable when it is borne in mind that the whole of the railway system has been constructed out of revenue. Altogether British Malaya shows a splendid record, and it is gratifying to know that the native rulers are grateful for what has been done, which they have shown in the most practical manner possible by spontaneously coming forward with this generous gift towards the British Navy. It may be hoped that the example of the protected Malay States will be followed by British Colonies.

Radical Criticism.

We do not suppose that our readers or the Sultans of the Native States will attach any importance to the criticism emanating from a Radical quarter as to the propriety of the British Government accepting this gift of the Federated Malay States. The contentions raised in Mr. A. MacCallum Scott's letter to the Press seem to us quite unwarrantable. He roundly states that the acceptance of this warship "represents the reintroduction of the system of taxing Crown Colonies and Protectorates for Imperial purposes which led to the American Revolution." To begin with, the Federated Malay States are not a Crown Colony, and the analogy he draws between them and America

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The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 8th Floor. Hongkong, 30th Sept. 1912. [709]

FOR SALE.

FOR SALE—Box's Exchange Table 1/11 to 2/3, \$5.00.—C. E. WARREN & CO.

REWARD.

\$20 REWARD.—Lost between Lai Chi Kok and Kowloon on 29th Nov. an IRISH TERRIER BITCH, answers to "Molly." Anyone returning to Lieut Walker, 25th Punjab, Lai Chi Kok, will receive above reward. Hongkong, 11th Dec., 1912. [979]

SERVICE MATTERS.

R. I. F. Officer Transferred.
Captain J. A. Armstrong, Royal Inniskilling Fusiliers, has been transferred from the 2nd Battalion, Aldershot, to the 1st Battalion, which recently proceeded from China to India.

Admiral Sir Percy Scott.
Vice-Admiral Sir Percy Scott, whose great work in gunnery began in the China Squadron, has been engaged of late in superintending the effects of his invention the "Scott fire director," in connection with the gunnery of the two new Dreadnaughts, the battleships Orion and Thunderer, in Bantry Bay. It is claimed for the "director" that by its aid more accurate and rapid fire is obtainable.

Captain Nelson-Ward.
Cap. Philip Nelson-Ward, M. V.O., who has been appointed to succeed Capt. F. S. Miller as assistant-hydrographer at the end of the month, was born in June, 1866. We may recall, says the "I. and C. Express," that he was navigator of the *Zeolus*, on the China Station, January, 1894, to April, 1897; and of the *Barfleur*, as a private ship in the Mediterranean, and as flagship of Rear-Admiral FitzGerald and Sir James Bruce on the China Station, July, 1897, to August, 1900. He took part in the North China war of 1900, for which he has the medal, and was advanced to commander at the end of June, 1900.

R. A. M. C. Appointments.
Major J. H. Brunskill, Royal Medical Corps, now serving as clinical pathologist at the Curragh, has been selected for appointment as sanitary officer, Dublin District, on the departure of Major D. J. Collins for service in India. Capt. H. St. M. Carter, Royal Army Medical Corps, specialist in operative surgery at Netley Hospital, has left for Belgrade, in charge of the Welsh unit of the British Red Cross Society, for duty with the Serbian Army.

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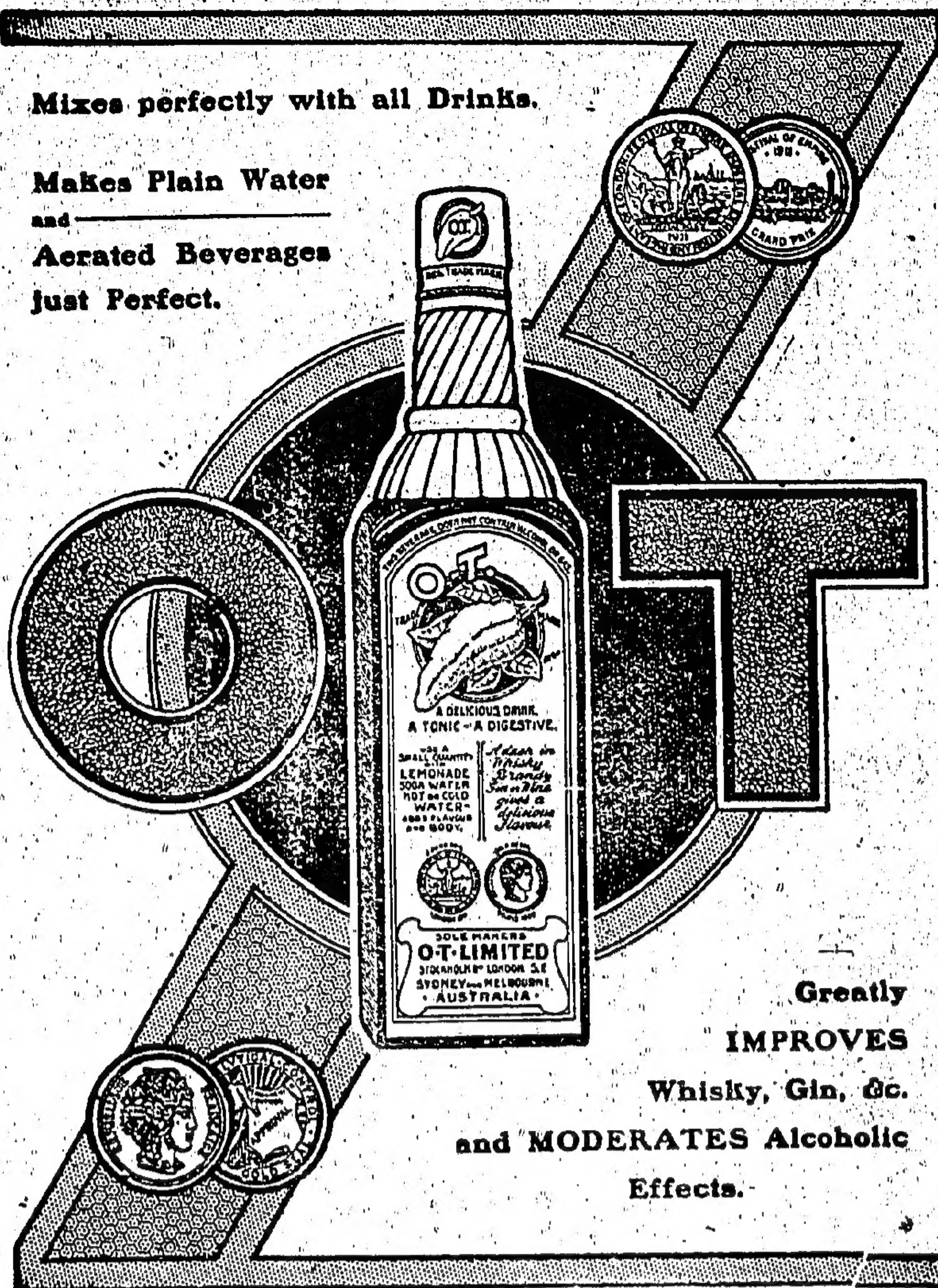
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The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 13, 1912.

DEATH TO THE RATS.

Just over two months ago some notes appeared in our columns on an invention of strong interest to Hongkong. Briefly put, this is an apparatus intended to act as a fire extinguisher and fumigator aboard ship; intended, that is to say, alike to fight fires and to kill rats, and now to eradicate plague. The apparatus, indeed, was first perfected for the purpose of fire-extinguishing; its adaptation to the business of rat-killing came as an after-thought to the inventor, Dr. George Harker of Sydney. The principle involved is very simple. Rats and fires are alike in respect that they cannot live without oxygen, whilst plague cannot continue without rats. The device catches the fine gases taken from the uptake of steam boilers, which contain very little oxygen and these are poured into the hold. They rapidly exhaust the oxygen in the hold, with the result that all vermin are suffocated.

When we first mentioned the invention it was still in something like the experimental stage. It has now passed beyond that stage and may be accepted as of proved utility. A series of exhaustive experiments have been carried out at the Mare Island navy yard California, and at Sydney Harbour. The first were conducted by a board of naval officers and were eminently successful. So rapidly were rats, and other vermin, killed in the hold into which the gas was blown that the Government of the Commonwealth has authorised the adoption of this system for fumigation. For shipowners the device has this peculiar attraction—aside from its comparative cheapness—that it does not injure perishable cargo. In that respect it differs from sulphur which was formerly tried and was found as unfortunate in respect of the damage it did to cargo as it is efficacious in killing rats.

Is it not possible that, for Hongkong, this new invention has an interest quite apart from its value to shipping? It will be remembered that some time ago a select committee of the Sanitary Board was appointed to consider and report on what measures can be taken to prevent the breeding of rats in the storm water drains and sewers of the city. Might not this invention be considered? Professor Simpson contended that the proportion of infected drain rats was very much greater than the proportion of infected house rats. They are very nearly equal in numbers, yet not equal as regards infection so that the drain rat is considerably more dangerous than the house rat. It seems to us that consideration might be directed to the question of whether the Harker apparatus could be applied, or adapted in some way, to use in drains and disinfection generally. The cost would not be great, a few hundred pounds sterling—so that little would be lost even if the experiment were only a partial success; and it might very well prove such a boon as the Colony has long waited. Bear in mind; if there are no rats there will be no plague, and the absence of the rat-flea means no plague.

DAY BY DAY.

Souls die for lack of nourishment; just as bodies do.

Government House Ball.
An official ball took place at Government House last night.

The Haimum.
The Haimum went into dock to-day for overhaul. She will not make her usual run to Swatow on Sunday.

Returned to the Colony.
Among the passengers who returned to the Colony by the a.s. Kleist to-day were Mrs. Badley and Mr. A. S. Gubbay.

Dead Body.
The body of a man aged 75 years has been found in a boat at Causeway Bay. Death was apparently due to natural causes.

Lottery Tickets.
At the Police Court, this morning a Chinese was remanded by Mr. Hazeland, on a charge of being in unlawful possession of lottery tickets at West Point.

Unlawful Possession.
Mr. Hazeland, fined a Chinese \$15 or in default one month at the Police Court this morning, for being in unlawful possession of a metal smoking pipe, at West Point.

Gamblers Fined.
A woman who kept a gambling house at West Point was fined \$50, and eight women gamblers were fined \$3 each, by Mr. Hazeland, at the Police Court, this morning.

Snatching.
A man charged on two counts with snatching, defended by Mr. Harding, was found guilty on one count only by Mr. C. D. Melbourne, this morning, and sent to gaol for six months' imprisonment and four hours' stocks.

Griffins Arrive.
The thirty-seven subscription griffins that were expected to arrive in the harbour yesterday, arrived to-day by the s.s. Kwong Sang, and were landed this morning at Messrs. Jardine, Matheson and Co.'s Wharf. The drawing takes place this evening at Kennedy's Horse Repository at 4.30 o'clock.

Dock Busy.
We have been informed that every dock and slip at the Hongkong and Whampoa Docks was filled up this morning. The U.S.S. Wilmington and another U.S. gunboat were lying alongside with a Chinese river gunboat, two Canton steamers, and two merchant vessels waiting their turn to enter. Another boat was also being towed to the docks.

Appointed to Hongkong.
Mr. Frederick W. Taylor, charman of smiths, Pembroke, and assistant-overseer of smiths, Newcastle, has been appointed inspector of smiths, Hongkong, with effect from 15th ult. Mr. W. Trueman, from Gibraltar, has been appointed leading recorder at Hongkong Dockyard. He held a similar appointment on "The Rock."

Alleged Highway Robbery.
A man has been arrested by the police in connection with an alleged highway robbery at Shaui-kiwan. It is reported by the man who stated that he was robbed, that as he was walking along Shaui-kiwan Road in the direction of Quarry Bay, and passing the cablehouse west of the Belle View Hotel, a Chinese who was walking behind him attacked him, with some instrument inflicting a blow on the head. He also pushed him down to the ground and stole his cap and umbrella.

DEATH OF MR. E. C. SPURGE.

Details have come to hand of the death of Mr. Edward Charles Spurge, of Margara Falls, brother of Mr. H. S. Spurge, of Messrs. A. S. Watson and Co. It appears that while he was experimenting for the purpose of preparing a paper to be read at a gathering of scientists, he accidentally inhaled the fumes of hydrocyanic acid, one of the most deadly poisons known. Mr. Spurge then appeared to have gone out into the open air, his body being found some distance from the laboratory door.

The deceased gentleman, who was forty years of age, was only married on August 30, to Mrs. Louise Taylor-Fox.

UNFOUNDED RUMOURS.

Questions in Parliament as to Jardine, Matheson, & Co. Ltd.

"It will be seen from our telegram columns that questions have been asked in the House of Commons concerning the well-known house of Jardine, Matheson & Co. Ltd., in its connection with the Shanghai Hankow, Kowloon-Canton and Pukow Railways. In replying to these questions Mr. Acland was able to point out that the matter had been raised—and settled—last year. This being so, it is not easy to understand why the time of the House should have been wasted by returning to an already exploded fable.

Briefly, it was alleged, two years ago, and again last year, that Messrs. Jardine, Matheson & Co. as agents for the British and Chinese Corporation, and as representatives of certain firms of railway material manufacturers, had abused their position, to the detriment of other British firms; yet, when the public began to show some interest in the case, the firm which had agitated for an enquiry, stated that it had no wish to prosecute it.

Which particular firm this was, we have not been able to discover; but we gather that jealousy of Messrs. Jardine, Matheson & Co. has been rife in a variety of directions.

"The whole thing has been the work of a few disappointed tenderers, principally in Shanghai," said the Hon. Mr. C. H. Ross, when consulted this morning. "The contracts in question were put up to public tender by the Chinese Managing Director in Shanghai or by the consulting engineers in London, and Jardine's had nothing whatever to say as to which were accepted. Usually a large number of firms tendered and, we were sometimes successful, but not to anything like the extent generally imagined. A petition was sent by some disappointed tenderers to the British Minister in Peking, complaining that they had been unfairly treated; the matter was thoroughly gone into, and I believe Sir John Jordan was satisfied that there was not a shadow of ground for any accusation against us."

A TRADE REVIEW.

Hongkong's Figures.

With the year 1912 now rapidly drawing to close, it is interesting, says the "London and China Express," to inquire what is likely to be the aggregate result of the year's trading. We find a valuable indication of the state of the vast commercial exchange between the United Kingdom and the countries of the Far East in the detailed figures for the first three quarters of the year just issued by the Board of Trade.

Thus, as regards China, we learn that our imports from that country aggregated some \$3,500,000, a decline of, roughly, \$300,000 on the figures for the corresponding period of 1911, and of over \$700,000 compared with 1910. Again, exports to China (nearly \$8,000,000) show a falling off of as much as £1,350,000 from last year's total, though there is a considerable increase compared with 1910. We may, perhaps, see in these figures the inevitable immediate effect of the political disturbances, and express some surprise even that the decline is comparatively so small, whilst anticipating with satisfaction a considerable improvement in the near future on anything yet seen, if only political affairs continue their progress towards stability and genuine reform. As regards the entrepot of Hongkong, our imports rose \$30,000 to \$215,000, and exports of British goods for that destination advanced by \$440,000 to \$2,500,000.

SENSATIONAL RUMOURS.

Rumours are abroad concerning a business man, who is well known, both in the colony, and Canton. It is stated that he has mysteriously disappeared.

Several friends of the missing man said to-day that they have known that he was in financial difficulties, owing to various misunderstandings with contractors.

THE BOYCOTT.

Remarkable Series of Letters Threatening Life.

We have been informed that a Chinese employed by a wealthy Chinese combination has received a letter, stating that if he did not desist from influencing people to ride on the tram cars, his life was in danger—he would be stabbed. The employees of the particular combination referred to have, it is said, been doing their utmost to influence Chinese to use the tramcars, and have pointed out to them the folly of any attempted boycott of a British enterprise in this Colony.

The letter, we learn, has been forwarded to the Registrar General, who is attending to the matter and is investigating inquiries with the hope of tracing those concerned in the threat.

The Hon. Mr. E. R. Hallifax, Registrar General, interviewed by a "Telegraph" representative on the matter, said that he had received such a letter; in fact, he said, several anonymous letters had been sent to different people in the Colony threatening them if they did not assist in the boycotting of the trams. These letters, he added, were sent out by the same people who published the posters. He admitted that the last of the boycott had not been heard, but he was very hopeful and said that he believed that it would not be long before all difficulties would come to an end.

DEAD BROTHER'S DEBTS.

Poultry Dealers' Successful Action.

This morning in the Summary Court Mr. Justice Gompertz gave judgment in the case in which the Hing Loong, of No. 5 Western Market, poultry dealers, proceeded against Cheng Hing, trading as the Tui Hop, 78, Bonham Strand, to recover the sum of \$382.14, being the balance due for goods alleged to be sold and delivered.

Mr. Orave, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. J. H. Gardiner for the defendant.

It transpired at the hearing of the case that the business belonging to the defendant originally belonged to his deceased brother on whose death the defendant took over the business. There were some debts owing by the brother, including one to the plaintiff, and the defendant was said to have promised the plaintiff that he would be responsible for his brother's debts if plaintiff would continue to supply him. At the conclusion of the hearing his Lordship reserved judgment and to-day announced his decision in favour of the plaintiff.

THE AVIATION MEETING.

All arrangements have been concluded for the well-known aviator, Mr. Kouzminsky's flights at Shaui on Saturday and Sunday next. The co-operation of the railway has been secured, and trains will run every half hour from Kowloon from noon until half past three on both afternoons. This will make it easy for intending spectators to reach the aviation grounds.

Mr. Kouzminsky, in an interview with our representative said to-day that, weather permitting, he hoped to make far more sensational flights than he did at Macao, and that he might be able to make more than one flight on each afternoon. He has had his motor tuned up and reports that the Bleriot is in first class condition.

The aviator's idea of having a flag red on the ferry stations if the weather permits him to fly, and yellow if he has to postpone his exhibition, is a good one.

TWO CLAIMS.

This morning in the Summary Court, the Dairy Farm Co. proceeded against the Kam Kee to recover an amount due for goods sold and delivered. The case was proved by Mr. Jack, the accountant; and Mr. Denny, who appeared for the plaintiff firm, obtained judgment for the amount claimed.

Mr. Leo D'Almada, a Castro, who appeared for the Po Sang Wo, obtained judgment for \$387.46 for goods sold and delivered against the same defendant.

ALLEGED CRIMINAL LIBEL.

Big Police Court Case to be Heard.

At the Police Court, this afternoon, Mr. Lewis, addressing Mr. C. D. Melbourne, said he was concerned in a case of alleged criminal libel, the parties being Patell and Talati, complainants, and Tata and Ollia defendants. He understood Mr. Hazeland could not take the case until some time in January. He was anxious to get the case heard at an early date.

His Worship:—Will it take half an hour?

Mr. Lewis:—It will take a long time, your Worship; there is counsel on either side, Mr. Brutton is for the complainants and I represent the defendants. I will want a couple of afternoons.

His Worship:—The only free afternoon I have is to-morrow.

Mr. Lewis said he was afraid it would not do.

After a long discussion as to convenient dates for hearing, it was eventually decided to hear the case on the 2nd, 3rd, 6th and 7th of January.

COLLISION SEQUEL.

Sitting in Admiralty Jurisdiction, with Commander C. W. Beckwith, R. N., as assessor, yesterday the Chief Justice Mr. W. Rees Davies, K. C., continued the hearing of two consolidated actions arising out of a collision which occurred on May 2, 1912, off the Waglan Lighthouse, between the s.s. Loong Sang, owned by the Indo-China Steam Navigation Co., and a fishing junk belonging to Yeung Hing Hi of 20 Main St., Aberdeen.

The claim was by the latter for \$400 for damages alleged to have been caused by the collision, and in a cross summons, the owners of the steamship claimed \$350 for damages.

Mr. Eldon Potter, instructed by Mr. F. X. D'Almada a Castro, appeared for the plaintiff, and Mr. M. W. Slade, K. C., instructed by Mr. W. Davidson, of Messrs. Hastings and Hastings, was for the defence.

Mr. Slade addressing the court in the afternoon urged that there were no lights on the junk. With reference to the light at the stern, the plaintiff had said the light was on a post five feet from the stern, standing in a hole bored in the planks of the deck, with a socket for the end of the post. To verify that they had sent a man down to see the junk but had found no hole or socket. Judgment was reserved.

"AMPLE EVIDENCE."

The Chinese detective who stands charged with obtaining money from a carpenter at Yau-mati, by means of menaces, again appeared before Mr. C. D. Melbourne, at the Police Court, this afternoon.

Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the prosecution and Mr. Lewis, of Messrs. Johnson, Stokes and Master, defended.

At a previous hearing Mr. Brutton intimated that he was prepared to withdraw the charge, and Mr. Lewis said in that case he would have to apply for compensation for the prosecution of his client. Mr. Brutton then said that sooner than submit to that he would proceed with the case as he had ample evidence to get the defendant convicted. It was therewith decided to go on with the case.

Further evidence was being taken when we went to press.

CLAIM FAILS.

The case in which Ling Oi Ting sued Mr. H. W. D. Shallard, superintendent of the P. and O., Hongkong, the P. and O. Steam Navigation Co., and Inspector Kerr, to recover damages for wrongful imprisonment ended yesterday, after we had gone to press, in favour of the defendants.

It transpired that Inspector Kerr did not charge the plaintiff at the Police Station; in fact it was done by Sergeant Wille. The plaintiff therefore failed on this point also, as well on the others.

NOTES AND COMMENTS.

Jardine's Vindicated.

The telegram which appears on Page 1 dispelling allegations which appear to have been fairly insistently made at Home to the effect that Messrs. Jardine, Matheson and Co. Ltd. as agents for the British and Chinese Corporation under Chinese railway agreements, and as representatives of manufacturers of railway materials, have used their position unfairly and prejudicially to other British firms, will be read with deep interest and satisfaction. "The Princely House" has for many a long year enjoyed an enviable reputation in the Far East, and has done probably more than any other firm in maintaining the integrity and soundness of British trade in the Orient.

Amplified Vindicated.

But however high a position a firm or individual may occupy, there are always to be found those, who, having nothing to lose themselves, are ever ready to fling mud and to say nasty things. In this instance the most careful investigations have been made, and the ungenerous suggestions made have been shown to be entirely without foundation. It would be interesting to know the name of the firm or firms which promoted the question; but, whoever they are, they appear to have "bucked at the hurdle." While regretting that the innuendoes should ever have been made, we rejoice that "Jardine's" have come as well out of the matter, and that they have been vindicated on the floor of the House of Commons.

Shipping Rumours.

We are probably not more inquisitive than our neighbours, but we really should like to know who the people are who spread rumours—some feasible enough on the surface, others palpably and idiotically impossible—as to various alleged shipping companies, sales, break-ups etc. During the past few months a very considerable portion of our space has had to be devoted to denials and explanations of these rumours; rumours that, at one time or other, have hung round nearly every big shipping firm represented in Hongkong: the B.L.P. & O., N.Y.K., T.K.K. Holt's, the Pacific Mail—one after another has been a subject for gossip, almost invariably groundless. The latest denial was contained in our wire of yesterday, which gave Sir Thomas Sutherland's remarks concerning the Pand O. It would be interesting to know where these canards were hatched.

George Gissing.

To judge from the Home papers, the general revival of interest which was inevitable where such a man as the late George Gissing is concerned, has already begun, though the great novelist has not yet been dead ten years. We say "great" because Gissing is one of the half dozen characters in the history of the world's literature who must be judged, not so much according to what he did as according to what he so easily might have done. Scarcely a more tragic figure exists in British literary history than this man who, through absence of grit, or else through a peculiar super-sensitiveness, was content to write pot-boilers and remain in the background, instead of making a big effort to get to the top of the tree—a position to his which genius could have raised him. He died at the age of forty-six, acknowledging himself beaten in the struggle; owning that he had given his life to the work that he must do, rather than to that which he longed to do. Of that greater work, of which his intimates always knew him to be capable, his unfinished "Veranilda" may be taken as the type; but there are other books of his which will probably now meet with the recognition they deserve—now that it is too late for him to profit thereby.

Singapore Official to be Married.

A marriage has been arranged, and will shortly take place, between Mr. Herbert Athill Stallwood, of the Public Works Department, Singapore, son of Mr. S. Slingby Stallwood, F.S.A., of Reading, and Mildred, daughter of the late Lieutenant Colonel J. W. Davill, 105th Madras Light Infantry.

BOXING.

Forthcoming Events.

Though Jack Cordell is the star turn at the Championship contests arranged by Hughie Macintosh for Saturday evening, at the Skating Rink, he is not the only man worth seeing in the square circle. Iron Bux is a capable exponent of the fist art and it is expected that Joe Dean will make him travel along briskly after they "shako" on Saturday night. Dean put up a good fight with Stoker Scott at the promoter's last contest, and if he reproduces the gameness that he did on that occasion, Bux looks like being a "receiver".

The Williams-Worthington "brawl" also promises to be interesting since Williams is among the front rank of local boxers. J. Waterman, who challenged Bill Lewis some years ago, now puts sticks up to Wilkes, K.O.Y.L.I., who won the Regimental Contest at Murray Barracks, and after being complimented by one of the judges for putting up a good fight and a very clean one, was presented with a memento by the officers of the K. O. Y. L. I. This fight should be a good one too. It is regrettable that Potter, who is in hospital, will not be able to enter the ring. Pte Smith of The Duke of Cornwall's Light Infantry, who comes here with a brilliant record, having won the feather weight championship at Malta, and also the feather weight championship fought on the troops' ship aboard which there were over two thousand troops, including the hot stuff in the South Welsh Borders, takes Potter's place.

Patrons of the sport will be sure to see some good boxing and the figure that Cordell himself will put in the ring will be worth the money asked, to see. Those who have not seen Cordell stripped and at work, should do so whilst the opportunity presents itself. He is a picture of physical perfection and is also what the Colony has not seen for some considerable time—a two handed fighter. He knows all the tricks of the game but does not look upon matches as certainties. No, Cordell leaves nothing to chance, and the men who are billed to meet him will come "a purser" if they don't keep his mits away from them. It is up to Kerrison and Yore to look for any chances.

Potter will be out of hospital, we are informed, and ready to meet Bux in the championship bout that Mr. Macintosh has arranged for January 4th. This date should be kept vacant in the diary of local sportsmen until they find something better than this contest to enter. They are hardly "like to fill the date better than by booking a ring-side seat for the meet."

A LENGTHY LETTER.

A Chinese charged before Mr. Hazell, at the Police Court, this morning, with kidnapping, applied to his Worship for a three weeks' remand as he wanted to write a letter to his friends to bail him out.

His Worship, in remanding the case for a week, said the defendant could write a letter in gaol to-day.

THE CHEUNG CHAU PIRACY.

The three women and a man who are charged with being concerned in the Cheung Chau piratical attack, were arraigned before Mr. Hazell, at the Police Court, this morning.

Inspector Watt, on behalf of the Captain Superintendent of Police, asked for the charge against one of the women to be withdrawn. He also applied for a formal remand.

His Worship:—The first date I have is after Christmas. They are not defended?—No, your Worship.

Perhaps Mr. Melbourne can give a better date?—There is no immediate hurry, your Worship. I would rather have a formal remand.

Well, you had better fix a date. How long will it take?—At least two days.

How many witnesses are there?—I have about fifteen altogether. The old woman is discharged. There will be a week's remand and then I will take it on Friday, the 27th, in the afternoon.

THE HUNGHOM MURDER

The two Chinese, Wong Yut Kwong and Mok Fat, who stood charged with the murder of an Indian watchman at the Kowloon Engineering Works, represented by Mr. Otto Kong Sing and Mr. J. H. Gardiner respectively, were again brought before Mr. Hazell, at the Police Court, this morning.

Inspector O'Sullivan stated that the Crown Solicitor wished to withdraw the charge against the second defendant.

His Worship thereupon dismissed Mok Fat and remanded the other defendant until Thursday at 2-15 p.m.

PAID AGITATORS.

Industrial unrest, if it cannot be said to be assuming exactly a new form, is at any rate extending its activities in such manner as may prove extremely inconvenient to the agitators who live on the workers' grievances, says the "Globe." A proposal has been put forward, at the conference of the South Wales Miners' Federation, held at Cardiff, that the salaries of the agents should be reduced to £3 a week. One delegate pointed out quite fairly that many of these gentlemen were not worth more than that figure, while there were many others who by virtue of their position were enabled to make an extremely comfortable income by writing for the newspapers incidentally, we might add, undercutting the regular journalist. The raising of the whole question of the payment of the professional agitator is significant in showing that the individual working-man is getting more than a little tired of being exploited by a class of no particular talent. The labouring classes have already found out that their Parliamentary representatives are useless from any practical point of view; they are now beginning to discover that their "agents," who have grown fat on the workers' earnings, are equally useless except for clerical work, and that they should be paid in proportion to their worth.

AMERICA'S LACK OF SHIPPING.

Dr. Woodrow Wilson's Lament.

It is a tradition in America, says the "Daily Telegraph" correspondent, that Democrats "are strong for the mercantile marine," and people who take this view are quoted Dr. Wilson's addresses upon that topic with keen approval. The average American, Republican and Democrat alike, is mortified at the present condition of the American mercantile navy.

While discussing the merchant service at Philadelphia recently, Dr. Wilson spoke of a friend of his who travelled as far as Australia to see the American flag on the high seas. The first one he saw was on the private yacht of Mr. James Gordon Bennett. "Mr. Bennett," continued the candidate, "can afford the luxury of flying the flag, but American merchants cannot, and we have now put our foreign trade in the hands of carriers who have determined the routes and who select as their ports of entry the very ports in which they have established their own commercial supremacy."

"In the meantime we are spending millions upon millions to dig a great ditch through the Isthmus. What for? There are no American ships to go through that canal, except coastwise trading vessels. These same English, German, and French ships will use that method of communication, so that the western coast of South America will be as near Europe as the eastern coast of South America is now, and the South-American trade, which ought to belong to us, will be more and more enveloped in the processes of European commerce."

Dr. Wilson's plan to rehabilitate the American mercantile marine has not been developed. It is rather a ticklish topic, because Americans generally are convinced that they can invest their money more profitably on land than on sea, and competition with England and Germany in building, manning, and maintaining merchant vessels seems at present impossible.

COMPANY MEETING.

Eastern Extension Telegraph Company.

The 78th half-yearly ordinary general meeting of the Eastern Extension Australasia and China Telegraph Company, Limited, was held on the 12th ult., Sir John Wolfe Barry (Chairman) presiding.

In the customary statement the Chairman said:—I think I may congratulate the shareholders on our being able to present a satisfactory report. The gross receipts for the half-year under review amounted, in round numbers, to £387,000, against £329,000 for the corresponding period of 1911, showing an increase of £58,000. This satisfactory result is due to a growth of commercial traffic all over the company's system, and it is gratifying to find that this growth has continued since the close of the half-year. Turning to expenditure, working and other ordinary expenses during the same period amounted, in round numbers, to £186,000 against £151,000 for the corresponding period of 1911, showing an increase of £35,000, of which nearly £12,000 is accounted for by the heavier cable repairs carried out during the past half-year than in the corresponding period of 1911, and to debiting revenue with the cost of relay and other improved apparatus. The remainder of the increase is due to increased staff, salaries, and other incidental charges. The net profits for the half-year were, roundly, £182,000, and after adding £23,000 brought forward from the previous half-year, there remained a balance available of £205,000. The usual quarterly interim dividends of 2s. 6d. per share, or at the rate of 5 per cent. per annum, have been paid for the past half-year, and after making the usual provision out of revenue for the maintenance of ships, insurance, and depreciation funds, and adding £75,000 to the general reserve fund, the balance carried forward amounted to £256,000, or, roundly, £5,000 more than for the same period of 1911.

In view of the increase in the volume of traffic between Europe and the company's system east of India, and also in our local traffic, due to commercial activity, and the continuous policy of the company of lowering our tariffs when we were able to do so without injustice to our shareholders, the directors have in contemplation the strengthening of our cable capacity in the Far East. The Eastern Telegraph Company have also under consideration important cable improvements west of India. The two proposals will thus form a strengthening of the companies' communication, but, of course, they will be expensive. Owing, however, to the existence of our reserve funds, and the growth of our traffic, we can contemplate the necessary expenditure, which will occupy some two years or more, without any interference with the stability of our ordinary dividend and bonus. The vacancy on the directorate occasioned by the death of the Marquis of Tweeddale has been filled by the appointment of the Right Hon. Lord Incheape, who has now a seat on our Board. I now move the adoption of the report and accounts.

Mr. Francis Augustus Bryan seconded the motion.

The Chairman, in reply to a question, stated that the experience they had had of wireless telegraphy had done their traffics no harm whatever. How far the increased development of putting up Government stations would affect them it was impossible to say, but he did not think they need fear the competition. So long as the cables could give rapid and a trustworthy mode of telegraphic communication, free from all interference, and free from all tampering or tapping, with the certainty of a good service, he thought the cable companies would always hold their own.

The resolution was then carried unanimously, and a hearty vote of thanks to the chairman, directors, and staff terminated the proceedings.

IMPERIO DEL MUNDO
"CABINET."

THE FIVE FINEST BRANDS

OF

Manila Cigars tastefully assorted
in Box of 50 Cigars.

SUITABLE AS A PRESENT.

KRUSE & CO.

MR. JOSEPH CONRAD'S VISION.

Constantinople as an Independent City.

How long the last Asiatic phase of the history of the Turks—Sultanate of Damascus or Caliphate of Baghdad—may last no one can say. That its European chapter is closed few only can doubt. But nobody will deny that a fierce scramble for Constantinople amongst the victors would be a most unseemly and disturbing complication.

So writes Joseph Conrad in a letter to the "Times" on the future of Constantinople.

The Serbs and Bulgars have no definite historical claim to advance, says Mr. Conrad. Greece has that, of course. But it must go very far back, to Byzantium—the old and obscure colony. And really I cannot imagine this most democratic of kingdoms desiring a capital other than Athens—the very cradle of democracy, matchless in the wonders of its life and the vicissitudes of its history.

The Constantinople of which I think is not the Greek colony. It is the Imperial and symbolic city, one of the refuges of European civilisation and the fit object of Europe's care. It should rest at last under the joint guarantee of all the Powers, after its infinitely varied, stormy and tragic existence of august dominion, desperate wars, and abject slavery. It should find a dignified peace as an independent city, with a small territory, governed by an elected Senate (in which all the races of its population would be represented) and by—I won't call him its Burgomaster—let us say its Patriarch, as the executive head.

The Balkan Powers might be co-jointly entrusted with his nomination. This would to a certain extent secure the share of Slavonic influence, since in the Senate the Greeks, I imagine, would predominate.

Trincomalee as a Naval Base. No further information has come to hand regarding the statement that it is the intention of the Admiralty to restore Trincomalee, Ceylon, to its former status as a naval base in the East. Its abandonment and the dismantling of its work was strongly condemned by both naval and military experts five years ago.

Hongkong R.G.A. Officer for Shoeburyness

Captain D. Clapham, lately serving with No. 88 Company, Royal Garrison Artillery, at Hongkong, is to be attached to the Royal Garrison Artillery at Shoeburyness from Dec. 1 until Feb. 30, when he will take up duty as Instructor in Gunnery, 1st Class, at the School of Gunnery, in succession to Captain R. H. Galwey.

R.G.A. Officer.

Capt H. L. Holmes, R.G.A., has been selected for service with the Legation Guard at Peking. Capt. P. H. H. Preston, R.G.A., from attached to Mountain Artillery at Jutogh, has been appointed to No. 6 Mountain Battery at Ambala. He is succeeded as an attached officer, at Jutogh, by Capt. C. H. Barker, No. 80 Co. R.G.A., Singapore.

The Late Col. Bateman, A. P. D.

Colonel H. W. Bateman, late of the 31st (East Surrey) Regiment and the Army Pay Department, has died in London. In 1892 he was engaged in the operation against the Taiping rebels in China. He was specially employed as assistant engineer on the survey of the country round Shanghai during the winter of 1862-3, and served also in other capacities. Admiral Sir Frederick Richards. Eloquent tribute to the services and character of the late Admiral of the Fleet Sir Frederick Richards was paid at a meeting of the Royal United Service Institution on 13th inst., and it was resolved to provide a memorial to him. To this the King has promised a subscription. It will be recalled that Sir Frederick was Commander-in-Chief of the China Station from 1890 to 1892.

DON'T FORGET.

To-night,
"The Boatman's Mate" Theatre Royal.
Saturday, Dec. 14.
Aviation Exhibition at Shatin.
"The Boatman's Mate" Theatre Royal, 9 p.m.
Rugby Football, Hongkong Club v. H. M. S. Kent.—4 p.m.
Sunday, Dec. 15.
Aviation Exhibition at Shatin.
Tuesday, Dec. 17.
"An Ideal Husband" Theatre Royal.
Thursday, Dec. 19.
"An Ideal Husband" Theatre Royal.
Friday, Dec. 20.
Service for Men. St. John's Cathedral 9.15 p.m.
Saturday, Dec. 21.
"An Ideal Husband" Theatre Royal.

To-day's Advertisements

FROM EUROPE.

THE H. A. L. Steamship

"SAMBA."

Captain F. Burli, having arrived, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo:—
ex S.S. "August" from Seattle.
"Sonek" from Selabul.
"Earl" from Abas.
"Trollborg" from Abas.
"Norge" from Goleborg.
"Tasavage" from Copenhagen.
"Kong Ring" from Christiania.

HAMBURG-AMERIKA LINIE.
Hongkong, 13th Dec., 1912. (391)

DAIRY FARM NEWS.

So you are tired reading our Charles Lamb Roast Pig Ad. Eh? All right here is another.

REAL GERMAN SAUSAGE.

Nine different kinds now ready.

SCHINKENWURST	LEBERWURST
MORTEDELLA	WINNER
ZUNCANWURST	FRANKFURTER
BLUTWURST	BRESLAUER
KNOBLAUCHWURST.	

You succeed in business in direct proportion as you love that business—and know how. We all love German Sausage and WE know how to make them.

Freshly prepared—under expert supervision—from GOOD, CLEAN, WHOLESOME food stuffs.

When you tire of this lot, we will have more from which you may select. A different variety for each day in the month.

TELEPHONE AT ONCE

TO

HONGKONG, 636

and ask for

MOUNIE'S BRANDY.

LIQUEUR.

GARNER, QUELCH & CO.

LANE, CRAWFORD & CO.

A LARGE STOCK OF

LADIES' and


GENTLEMEN'S

GLOVES

FOR ALL OCCASIONS.

A PAIR OF GLOVES MAKES AN ACCEPTABLE GIFT.

LANE, CRAWFORD & CO.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED,
Largest Scotch Whisky Distillers in the world.
EDINBURGH, SCOTLAND.

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

Hongkong 15th November 1912

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPIRE LINE."

Sailings from Hongkong and St. John, M. B.		
"Montesque"	Dec. 14	"E. of Britain"
"E. of India"	Jan. 11	"E. of Ireland"
"E. of Japan"	Feb. 8	"E. of Ireland"

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Paddar Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

1. (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	LOONGSANG	Saturday, 14th Dec., 2 p.m.
SHANGHAI, KOBÉ & MOJI.....	KUTSANG	Saturday, 14th Dec., daylight
MANILA.....	YUENSANG	Saturday, 21st Dec., 2 p.m.
SINGAPORE, PENANG & CALOUTTA.....	YATSHING	Wednesday, 18th Dec., Noon
BANDARAN.....	MAUSANG	Tuesday, 19th Dec., 4 p.m.
SHANGHAI.....	KWONGSANG	Tuesday, 17th Dec., Noon
S'PORE, SOURABAYA & BANGALORE.....	FAUSANG	Saturday, 14th Dec., Noon
SHANGHAI via SWATOW.....	LIENSING	Tuesday 17th Dec., daylight

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Liansing" and "Kunsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau & Newchwang.
† Taking Cargo on Through Bills of Lading to Kudd, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamship	DATE OF DEPARTURE.
LONDON & ANTWERP.....	DENBIGHSHIRE.....	24th Dec.
LONDON & ROTTERDAM.....	MONMOUTHSHIRE.....	18th Jan.
SHANGHAI, KOBÉ & YOKOHAMA.....	CARMARTHENSHIRE.....	14th Jan.
SHANGHAI, KOBÉ & YOKOHAMA.....	PEMBROKESHIRE.....	4th Feb.
LONDON & ANTWERP.....	PEMBROKESHIRE.....	4th Feb.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 13th DECEMBER.

10.00 p.m. "FATSHAN."	5.00 p.m. "HONAM."
5.00 a.m. "HONAM."	8.00 a.m. "KINSHAN."
10.00 p.m. "KINSHAN."	5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 9 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO
SUNDAY, 16th DECEMBER.

The Company's Steamship, "SUI AN,"
will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 589 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout with electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.
HOTEL MANSIONS (FIRST FLOOR),
Opposite the City Hall.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

Destination. Steamers. Sailing Dates and Displacement.

MARSHILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUMATRA & PORT SAID..... TANGO MARU, Capt. K. Kawara T. 13,500 WEDNESDAY, 18th December, at Daylight.

EUROPE &..... KAMO MARU, Capt. F. L. Sommer, T. 16,000 WEDNESDAY, 1st Jan., at daylight.

VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, & YAMAGUCHI..... AWA MARU, Capt. Shimidzu, T. 13,500 TUESDAY, 31st Dec., at noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... KUMANO MARU, Capt. M. Winkler, T. 9,800 FRIDAY, 20th Dec., at Noon.

AMERICA &..... YAWATA MARU, Capt. T. Sekino, T. 7,000 WEDNESDAY, 15th Jan., at Noon.

SAKAI, KOBÉ & YOKOHAMA..... MISHIMA MARU, Capt. E. A. Motes, Tons 16,000 THURSDAY, 18th Dec., at daylight.

KOBÉ & YOKOHAMA..... KIRIN MARU, Capt. M. Deguchi Tons 5,000 SATURDAY, 14th December.

CALOUTTA via S'PORE, PENANG and Rangoon..... TOTOMI MARU, Capt. T. 5,000

BOMBAY via Singapore and Colombo..... CEYLON MARU, Capt. Tozawa, T. 12,000 MONDAY, 23rd December.

SHANGHAI, KOBÉ & YOKOHAMA..... HAKATA MARU, Capt. H. Nomura, T. 12,500 WEDNESDAY, 18th December.

SHANGHAI, KOBÉ & YOKOHAMA..... RANGOON MARU, Capt. Kamoshita, T. 7,000

† Cargo only.
† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Ateuta Maru	16,000	26th February.
Hitachi Maru	18,000	12th March.
Miyazaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidenoka Maru	12,500	26th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	26th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidenoka Maru	12,500	20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For STEAMERS. To SAIL.

SHANGHAI.....	"LINAN"	14th Dec. M'night.
HAIPHONG.....	"SUNGKIANG"	15th " 10 A.M.
MANILA, CEBU & ILOILO.....	"TAMING"	17th " 4 P.M.
SHANGHAI.....	"CHINHUA"	19th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Saloons. A daily qualified Doctor is carried. Reddied Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MAJILA LINE—Two Crew Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; exit state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohnon, Linan, Ohinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

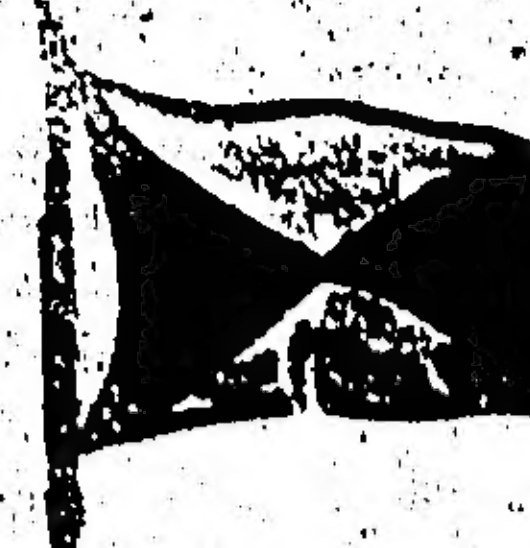
Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG
Sailing on alternate Wednesdays.
For Freight or Passage apply to

Butterfield & Swire.
T. 1000 No. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Shipping

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO

Steamship. Tons. Captain. For. Sailing Date.

RUBI..... 4000 J. Miller Manila, Mangarin, Iloilo and Cebu. TUESDAY, 17th Dec., 4 P.M.

ZAFIRO... 4000 F. E. Cross. Manila, Mangarin, Iloilo and Cebu. FRIDAY, 27th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong 7th December, 1912.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between

JAVA, CHINA AND JAPAN.

Steamship. From. Expected on or about. For. Will leave on or about.

Tijiwong... JAPAN... 1st half Dec... JAPAN... 1st half Dec.

Tijpanas... JAPAN... 1st half Dec... JAPAN... 1st half Dec.

Tijkin... JAPAN... 1st half Dec... JAPAN... 1st half Dec.

Tijmanok... JAPAN... 2nd half Dec... JAPAN... 2nd half Dec.

Tijlap... JAPAN... 2nd half Dec... JAPAN... 2nd half Dec.

Tijaroom... JAPAN... 1st half Jan... JAPAN... 1st half Jan.

Tijmahl... JAPAN... 1st half Jan... JAPAN... 1st half Jan.

Tijboda... JAPAN... 1st half Jan... JAPAN... 1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo at all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Greene	Dec. 21st, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Jan. 11th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Jan. 17th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Feb. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 21st Dec., at Noon.

INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.
In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Saturday, February 1, Noon 1913.
Bayo Maru	10,500	Thursday, April 3, Noon 1913.

For Further Particulars as to Passages and Freight, apply to
S. MORIMOTO, Agent.
(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulul (Via Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.
LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.

SWIMMING TANK Is installed on deck for salt water plunging. Bathing suits on board. For a return ticket to London the cost is but £20, including berth and meals across America. For a return ticket to Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £13 to London (return ticket £24) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

BIG KEELS Are fitted to the to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST Is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £20, including berth and meals across America. For a return ticket to Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £13 to London (return ticket £24) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Manchuria...27,000 Tons Starting, Dec. 17th, at 1 p.m.
" Nile...11,000 " " Dec. 31st, at 1 p.m.
" Mongolia...27,000 " " Jan. 7th, at 1 p.m.
" Persia...9,000 " " Jan. 28th, at 1 p.m.
" Korea...1,800 " " Feb. 4th, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Intermediate Steamer. LET US PLAN AN ITINERARY FOR YOU
King's Building (opp. Blake Pier). FRSD: J. HALTON. Telephone No. 141
Hongkong 6th December, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—15, DES VUEX ROAD, HONGKONG
SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Our Office:—LONDON, 10, ABchurch Lane, E.C. 4.

LOG BOOK.

Accident to a Rickmers Steamer.

The German steamer "Duke Rickmers," on her way from Europe to Chinnampo, Korea, with machinery consigned to Messrs Okura & Co., stranded off Seki Island near Chemulpo the 28th ult. The cargo has been put into lighters, and a message has been sent to Tsingtau asking that a German warship be sent to render assistance in refloating the vessel.

An Anglo-Chilian Navigation Co. A group of English capitalists have made an offer to the Chilean Government for the formation in association with it of an Anglo-Chilian navigation company, which it is proposed should at the beginning of next year employ six vessels in a steamship service to Europe, Australia, Japan, and other countries, the Chilean Government simply guaranteeing a million and a quarter sterling of the capital.

Operations on the Bedford. The salvage operations on the sunken British cruiser "Bedford" and the steamer "Nanyo-maru" have been going on off Quillpart Island, and during October last iron was recovered from the cruiser to the amount of 1,110 kwan; valued at £2,220. During the same period 92,800 pounds of iron, lead and other articles, valued at £1,597, were recovered from the "Nanyo-maru." The "Saul Press" states that the sea where the wrecked cruiser lies being very rough, it has been decided by those engaged in the work to suspend operations until April next.

Greenock Harbour.

The Greenock Harbour Trustees have decided to begin their scheme of improvement by dredging the Albert Harbour to a uniform depth of 14ft. at low water. This work, they estimate, will cost about £1,500, but it will form only the beginning of the plans which they propose to carry out, as after the Albert Harbour has been deepened they will dredge the Victoria Harbour. When they have secured Parliamentary powers to obtain the necessary money they will widen the Garvel Graving Dock and deepen its sill, erect a crane of from 150 to 200 tons lifting capacity at the James Watt Dock and a number of coaling cranes at other parts of the harbour, and increase the berthing accommodation for coaling steamers. They propose to spend ultimately about £100,000 on the improvement of to port.

Accident to a Glen Steamer.

While leaving Hull for the far East on November 3, the Glen Line steamer Glenroy collided with the Dutch steamer Rijnsdroom and was so seriously damaged that she was compelled to put back. She was struck on the starboard side just before the bridge and cut down from the bulwarks to three feet below the waterline, five strakes of plating, two frames and three stringers being damaged. The No. 2 hold at once filled with water, but the vessel managed to get alongside the Riverside Quay where two salvage steamers succeeded in keeping the water under until she could enter the Alexandra Dock. All the cargo in the No. 2 hold is badly damaged and it will be necessary to discharge 3,000 tons in order to place the vessel in dry dock for repairs.

New Hai Ho Channel.

The Hai Ho Conservancy report for October states that the New Channel is improving steadily. The last soundings from the Outer Light Boat to the Deep Hole marks have shown all along this line a minimum depth of 4ft. 9in. The channel on the three lines is now good for at least 3ft. 3in. During the night of October 27, two of the raking tugs, carrying with them their mooring buoy, were driven ashore by the gale. Both tugs have been refloated. No time, however, has been lost in raking as the crews have taken turns on the two tugs left afloat. The erection of the leading lights is being effected notwithstanding the cold weather. The transport of materials for the construction of the outer beacon base is very difficult, but it was hoped that the work could be accomplished before the winter.

Full Board \$45.00 per month, Pancho tickets for 80 meals \$20.00, Strict cleanliness and only best Maitland red.

ALEXANDRA CAFE CO.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,to
Marseilles, Havre, Bremen and Hamburg and New York.Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Persia, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. SAMBIA
" ARMENIA 17th Dec.
" ALTMARK 27th Dec.
" SILESIA 14th Jan.
" O.J. DALLERS 26th Jan.
" SUEVIA 10th Feb.
For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:
S.S. LIBERIA 16th Dec.
For Marseilles, Havre & Hamburg:
S.S. SEGOVIA 19th Dec.
For Havre & Hamburg:
S.S. ALESIA 24th Dec.
For Rotterdam, Bremen & Hamburg:
S.S. BRASILIA 9th Jan.
For Havre & Hamburg:
S.S. SAMBIA 11th Jan.Hamburg-Amerika Linie,
Hongkong Office. [12]BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKO-
HAMA & KOBE on the 13th December, at 4 p.m. to be followed on the 19th
December by the S.S. "UPADA" taking Cargo and Passengers at current rates.
For Freight or Passage, apply to—JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 3rd December, 1912.

LOG BOOK.

The Cruiser Hai Chi.

Attention has again been at-
tracted to the cruiser Hai-Chi,
which is being rapidly completed
for sea at Barrow. The Chinese
name has been obliterated, and it
is rumoured says the "L. and C.
Express," that one of the Balkan
States has acquired the vessel.

British Trawlers in Japan.

Owing to the eminently success-
ful results attending four British
steam trawlers sent out from
Grimby last year to Japanese
waters, agents from that country
are now seeking for more vessels
to develop the industry, which
shows promise of a great future.

Glasgow Dock Improvements.

A proposal is before the Clyde
Navigation Trustees for the im-
provement of Kingstons Dock,
which is the oldest dock in the
harbour, so as to make it more
suitable for the accommodation
of coasting steamers than it is at
present. The "Times" says that
the Harbour and Docks Com-
mittee have recommended that
the South quay of the dock
should be widened so as to pro-
vide space for a new shed 60 ft.
in breadth with an open space of
12 ft. in front, and that the dock
should be dredged to a depth of
18 ft. at the low water. It is es-
timated that the cost of these im-
provements will be £55,000, and
that, if they are carried out, the
trustees will be able to rearrange
the berthing of the coasting
steamers, and to provide addition-
al accommodation for them. It
is also proposed that one of the
upper harbour ferries should be
abolished, and that the spaces at
present used as landing stages on
each side of the river should be
utilized as coasting berths.Professor Johnson and the
Panama Canal.The American President's pro-
clamation fixing the Panama dues
has been followed by the partial
publication of a report by Pro-
fessor Emory Johnson, the Gov-
ernment expert, upon whose data
the President based his proclama-
tion. While the general Ameri-
can policy towards the canal is,
of course, self-evident from the
schedule of tolls, one quotation
from Professor Johnson's report
may be given. The tolls should
be such as to enable first to divert
from the Straits of Magellan all
traffic to the Pacific coast of South
America; secondly, to prevent the
use of the Cape of Good Hope
route by commerce between the
Atlantic and Gulf coast of the
United States and Australia;
thirdly, to divert from the Suez
Canal trade between the eastern
sea-board of the United States and
the Orient east of Singapore.fourthly, to compete with the
Suez Canal for a portion of Eu-
rope's commerce with the Far
East.

P. and O. and Wireless.

In the House of Commons re-
cently an Hon. Member, on behalf
of Captain Craig, asked the Presi-
dent of the Board of Trade
whether he was aware that only
one Marconigram operator was
carried by certain P. and O. mail
steamers; and whether, in view
of the experience gained within
recent years, the Board would
issue regulations that every ocean-
going steamer fitted with the
Marconigram instrument should
carry at least two operators. Mr.
Buxton replied: I am informed
by the P. and O. Company that
only one Marconigram operator
is carried on their ships, and that
it is difficult to find sufficient
work for this operator, as there
are few opportunities for com-
munication east of Suez. The
Board of Trade have no power to
issue regulations as to the num-
ber of operators to be carried, but
as I have already stated to the
House, a Bill requiring certain
ships to be provided with wire-
less telegraph apparatus has been
prepared, and the question of
operators will be dealt with in it.The Olympic-Hawke Case
Appeal.The litigation arising out of
the collision between the White
Star liner Olympic and H.M.S.
Aawke, in the Solent, on Septem-
ber 20 of last year, was mentioned
in the Court of Appeal, on
November 15 when their Lord-
ships agreed that the appeal from
the decision of Sir Samuel Evans,
in the Admiralty Court, should
be taken next term, after
Christmas, on a date to be fixed.
It will be recalled that the Ad-
miralty Court decided that the
pilot of the Olympic was to blame
for coming dangerously near the
Hawke, and judgment was given
in favour of the Commander of
the Hawke in the action by the
Oceanic Steamship Company,
as owners of the Olympic,
against the Admiralty. In the
action against the owners of the
liner by the Admiralty, the
decision was in favour of de-
fendants, the Court accepting the
defence of compulsory pilotage,
the liner being at the time in
charge of a pilot. Sir Robert
Finlay, K.C., who made the ap-
plication on behalf of appellants,
the owners of the Olympic, said
he understood the Attorney-Gen-
eral has communicated with the
Court. Lord Justice Williams
said there had been no communi-
cation to the Court, but that
morning he received a letter from
the Attorney-General, asking that
the case should stand over and
that counsel on his behalf wouldmake such an application. The
application for the appeal to stand
over until next sittings in January,
with a date to be fixed by the
parties and sanctioned by the
the Court, was granted.Well-known American
Financier's Death.The death is announced from
Philadelphia of Mr. Olement A.
Griscom, the well-known financier
and father of Mr. Lloyd Griscom,
the diplomatist, who was United
States Minister to Japan during
the Russo-Japanese War.

A Grateful Mikado.

It is announced that the
Emperor of Japan wishing to
reward those who served him
while he was Crown Prince, has
presented the following gifts; a
gold lacquered book-cabinet to
Prince Fushimi, and silver vases
bearing the Imperial crest to
Prince Oyama, Count Hijikata,
and Count Tanaka.Shibata Shimbei, of Kyoto, and
a number of other dealers who were
recently arrested and charged
with having knowingly sold as
genuine pictures imitations of the
works of famous Japanese paint-
ers, have been sentenced to penal
servitude for a term of five years
in the Kyoto Court.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched.
London and Antwerp	Denbighshire	J. M. & Co.	28 December
London via Usual Ports of Call	Himalaya	P. & O. Co.	21 December
London and Antwerp via Singapore, &c.	Sicilia	P. & O. Co.	25 Dec., about
Havre and Hamburg, &c.	Alesia	H. A. L.	24 December
do do do	Sambria	H. A. L.	11 January
Havre, Bremen and Hamburg, &c.	Liberia	H. A. L.	15 December
Bremen and Hamburg, &c.	Brasilia	H. A. L.	5 January
do do do	Fuorist Buslow	H. A. L.	23 January
Marseilles and Hamburg, &c.	Segovia	H. A. L.	18 December
Marseilles, London & Antwerp via Singapore, &c.	Tango Maru	N. Y. K.	18 December
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Danerio	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste via Singapore, Penang & Colombo, &c.	Africa	S. W. & Co.	19 December
Trieste, Fiume, Venice via Singapore, &c.	Persia	S. W. & Co.	31 Dec., about
Naples, Genoa, Algiers, Gibraltar, Southampton	Lustow	M. & Co.	25 December

New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D. & Co.	19 Dec., about
New York	Erroll	D. & Co.	14 Dec., about
New York via Suez Canal	Schuyllkill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Chiyo Maru	T. K. K.	21 December
do do do	Manchuria	P. M. Co.	17 December
do do do	Nile	P. M. Co.	31 December
Victoria, Vancouver, &c.	Ockley	Bank Line	17 December
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	26 December
Victoria, B.C., and Tacoma via Keelung, &c.	Panama Maru	O. S. K.	4 January
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver	Monteagle	O. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Empress of India	O. P. R. Co.	11 January

Australia.

Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Kamano Maru	N. Y. K.	20 December
do do do	Prinz Waldemar	M. & Co.	28 December

Singapore, Coast Ports, and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Singapore and Sourabaya	Fausang	J. M. & Co.	14 December
Singapore, Penang and Calcutta	Yatsang	J. M. & Co.	18 December
Singapore, Penang, Rangoon and Calcutta	Kirin Maru	N. Y. K.	14 December
Bombay via Singapore and Colombo	Wakasa Maru	N. Y. K.	23 December
Sandakan	Mansang	J. M. & Co.	19 December
Japan	Tjilwong	J. C. J. L.	Quick despatch
do	Tjimanbek	J. C. J. L.	Quick despatch
Yokohama and Kobe via Shanghai	B. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwaerts	S. W. & Co.	30 Dec., about
Kobe and Yokohama	Mishima Maru	N. Y. K.	19 December
do do do	Coblentz	M. & Co.	7 Jan., about
Nagasaki, Kobe and Yokohama	Yawata Maru	N. Y. K.	18 December
Kwangchow-wang and Haiphong	Si-Kiang	M. M. Co.	18 December
Swatow	Haitan	D. L. & Co.	15 December
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	17 December
do do do	Haitan	D. L. & Co.	20 December
Tamui via Swatow and Amoy	Daigi Maru	O. S. K.	15 December
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 December
Manila	Loongsang	J. M. & Co.	14 December
do	Yuenasang	J. M. & Co.	21 December
Manila, Cebu and Iloilo	Taming	B. & S.	17 December
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	17 December
do do do do	Zefiro	S. T. & Co.	27 December
Shanghai, Moji and Kobe	Rangoon Maru	N. Y. K.	18 December
Shanghai, Kobe and Moji	Katsang	J. M. & Co.	13 December
Shanghai, Kobe and Yokohama	Armenia	H. A. L.	17 December
do do do do	Amazona	M. M. Co.	16 December
do do do do	Hakata Maru	N. Y. K.	23 December
Shanghai, Moji, Kobe and Yokohama	Novara	P. & O. Co.	14 Dec., about
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do	Tjibodas	J. C. J. L.	Quick despatch
do	Tjikini	P. M. Co.	Quick despatch
do	Delta	P. & O. Co.	19 Dec., about
do	Koerber	S. W. & Co.	5 January
do	Linan	B. & S.	14 December
do	Kwongsang	J. M. & Co.	17 December
do	Lienshing	J. M. & Co.	17 December

To Sail

Hongkong-New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.
HONGKONG-NEW YORK
(With liberty to call at the Malabar Coast)British S.S. "SWAZI"
on or about 28th January, 1913.
For freight and further information,
apply to—
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 2nd Dec. 1912. [537]

Regular Steamship Service

With liberty to call at the
Malabar Coast.
SHEWAN TOMES & CO. GENERAL AGENTS.
HONGKONG, 2ND DEC. 1912. [537]S.S. "ERROLL" on or about
14th Dec.
FOR BOSTON & NEW YORK.
S.S. "EGREMONT" on or about
19th Dec.
For Freight and further information,
apply to—DODWELL & CO., LTD.,
Agents,
Hongkong, 13th Dec. 1912. [766]

To Sail

R.M.S. "DUNOTTAR CASTLE."
The above steamer of 5,687 tons
register and classed 100 A.L. at Lloyd's
having superior first class passenger
accommodation, fitted with wireless
telegraphy, electric fans in all state
rooms and carrying first class passen-
gers only, is due at Hongkong on the
18th instant, and will leave for Yokohama
direct the following day. She
will return here on THURSDAY,
January 2nd and sail for Singapore,
Penang, Rangoon, Calcutta, Madras,
Colombo, Bombay, Suez (for Cairo),
Port Said, Messina and Marseilles on
MONDAY, January 6th 1913.
A number of vacant first class berths
are available at moderate rates, and
special accommodation can also be book-
ed if required. For further particulars
please apply to—
JARDINE, MATHESON &
CO., LTD.,
Agents,
Hongkong, 12th Dec. 1912. [584]AMERICAN AND ORIENTAL
LINE.FOR NEW YORK VIA SUEZ
CANAL.
(With liberty to call at the Malabar Coast.)THE Steamship
"SCHUYLLKILL"
will be despatched from this port on
30th December.
For Freight and further particulars,
apply to—
THE BANK LINE, LIMITED,
Agents,
Hongkong, 13th Dec. 1912. [697]MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Vancouver	Monteagle
Japan	Kutsang
Straits	Erroll
Sourabaya	Fausang
Batavia	Tjilwong
Japan	Tjipanas
Philippines	Loongsang
Macao	Sui Tai
Shanghai	Linan
Calcutta	Kirin-mar
Japan	Novara

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Manila	Rubi
Moji	Namsang
Sandakan	Mansang
Shanghai	Libeja

AMERICAN MAIL.

The P.M. str. Mongolia, with the
American mail, left San Francisco for
this port via Honolulu, the Japan ports
and Manila on the 30th November.The P.M. s.s. Manchuria, voy. 86,
will be despatched from this port at 1
p.m. on Tuesday December 17th, for
San Francisco, via Shanghai, Nagasaki,
Kobe, Yokohama and Honolulu.The P.M. str. Persia, arrived at San
Francisco on the 11th inst.The T. K. K. s.s. Chiyo Maru
left Nagasaki for Manila on the 7th
inst. and may be expected here on the
16th inst.The T. K. K. s.s. Nippon Maru
left San Francisco for Hongkong via
usual ports on the 7th inst. and is due
here on the 31st inst.The T. K. K. s.s. Tenyo Maru
leaves San Francisco for Hongkong via
usual ports on the 18th inst. and may
be expected here on the 9th January.

CANADIAN MAIL.

The C.P.R. s.s. Empress of Japan,
which left here on the 16th November,
arrived at Vancouver, B.C., on the 6th
inst., at midnight.A wireless message from the
C.P.R. str. Empress of India, sent
at 1 p.m. Wednesday, the 11th
inst., when the vessel was 800 miles
distant from Japan, advised all well,
and that the Commander expects to
reach Yokohama at 9 a.m., Saturday,
the 14th inst.

AUSTRALIAN MAIL.

The E. and A. str. St. Albans, from
Sydney, left Port Darwin on the 2nd
inst. for Timor, Manila and Hongkong.The N. Y. K. s.s. Yawata Maru
An Italian Line, left Sydney for this
port via ports of call on 27th Novem-
ber, and is expected here on the 16th
December.

MERCHANT STEAMERS.

The s.s. Shimoda sailed from New
York on the 24th inst., for Far East,
via the Straits.The H.A.L. s.s. Liberia, left Shang-
hai on the 11st inst. a.m., and may be
expected here on or about the 14th
inst. p.m.The Bank Line, Ltd., advise us that
a telegram has been received from
Yokohama stating that the Commander
of the s.s. Oriole had sent a wireless
message to Yokohama advising that the
Oriole was 875 miles from Japan,
where she expects to arrive on Friday
evening, and that the steamer ex-
perienced heavy weather.The str. Kansas passed the Suez
Canal on the 3rd December, and is due
here on or about 3rd January.The T. K. K. s.s. Kiyo Maru
arrived at Honolulu from Manzanillo
on the 18th inst. and is due at Hong-
kong on the 19th January.The T. K. K. s.s. Bujo Maru, arrives
at Iquique from Callao and Arica on
the 18th inst., and leaves again for
Valparaiso on the 15th inst.The O.S.K. s.s. Seattle Maru, which
sailed hence on the 31st October,
arrived at Tacoma on the 29th Novem-
ber.The str. Rubi, left Manila on the
11th inst., and is due here on or about
14th inst. at daylight.The I.C.S. N. Co.'s s.s. Kamsang,
from Singapore, is due at Hongkong
on the 18th inst., and leaves for Japan
on the 30th inst.The I.C.S. N. Co.'s s.s. Spisang,
from Java, is due at Hongkong on the
16th inst.The I.C.S. N. Co.'s s.s. Kwongsang,
from Shanghai, is due at Hongkong on
the 18th inst., and leaves for Sandakan
on the 17th inst.The I.C.S. N. Co.'s s.s. Namsang,
from Moji, is due at Hongkong on the
14th inst.The I.C.S. N. Co.'s s.s. Mansang,
from Sandakan, is due at Hongkong on
the 14th inst., and leaves for Sandakan
on the 19th inst.The Shire Line s.s. Pembroke, from
London, is due at Hongkong on the
16th inst. She left Singapore on the
8th inst.The India Line s.s. Indramayo, from
New York, is due at Hongkong on the
28th inst. She passed Canal on the
26th ult.The B.L.S.N. Co.'s s.s. Upada,
from Singapore, is due at Hongkong on
the 17th inst., and leaves for Japan on
the 20th inst.

VESSELS IN PORT.

STEAMERS.

Daigi Maru, Jap. s.s., 846, Y. Some-
kawa 11th Dec.—Tamsui,
Amoy and Swatow 8th Dec.
Gen.—O. S. K.Erroll, Br. s.s., 2,897, L. James, 11th
Dec.—Shanghai 18th Dec.
Gen.—D. & Co.Frithof, Nor. s.s., 891, O. Anderson,
8th Dec.—Tientsin 1st Dec.
Coal—A. T. & Co.Haida, Nor. s.s., 1,065, J. Jorgensen,
10th Dec.—Sourabaya
29th Dec., Sugar—T. & Co.Helene, Ger. s.s., 771, J. Jensen, 9th
Dec.—Hohow 6th Dec.
Gen.—J. & Co.Holtow, Br. s.s., 987, McCulloch, 10th
Dec.—Amoy 7th Dec.
Ballast—B. & S.Kjeld, Nor. s.s., 890, T. Hellum, 7th
Dec.—Haiphong 6th Dec.
Stone—A. T. & Co.Kobys, Br. s.s., 1,168, Ballast, 12th
Dec.—Manila 6th Dec., Gen.
R. Bass.Kourit, Rur. s.s., 6,251, Padakas, 11th
Dec.—Wladivostok
and Shanghai 8th Dec., Gen.
Lukhmanoff.Larsee, Br. s.s., 1,820, Wawa, 5th
Dec.—Saigon 22nd Nov.
Gen.—W. F. & S.Lord Carson, Br. s.s., 2,837, P. G.
Henrickson, 2nd Dec.—Moji
26th Nov., Flour, etc.—Or-
der.Loong Sang, Br. s.s., 1,093, Lank,
10th Dec.—Manila 7th
Dec., Gen.—J. M. & Co.Lyemco, Ger. s.s., 1,254, O. Sully,
12th Dec.—Saigon 6th Dec.
Gen.—H. A. L.Manchuria, Am. s.s., 8,250, A. Dixon,
7th Dec.—San Francisco 9th
Nov., Mail and Gen.—P. M.
S. S. Co.Monteagle, Br. s.s., 3,952, F. J.
Davison, 3rd Dec.—Van-
couver 7th Nov., Flour and
Gen.—O. P. R. Co.Sungkiang, Br. s.s., 2,045, E. Finlay,
son, 11th Dec.—Haiphong
and Kohok 8th Dec., Gen.
B. & S.Telemschus, Br. s.s., 1,240, Fraser,
8th Dec.—Saigon 22nd Dec.
Gen.—W. F. & S.Yaching, Br. s.s., 1,454, Addams,
11th Dec.—Moji 4th Dec.
Coal—J. M. & Co.Yokohama, Br. s.s., 1,454, Addams,
11th Dec.—Moji 4th Dec.
Coal—J. M. & Co.

HOTEL LIST.

HONGKONG HOTELS.

Adair, Mr. and Mrs.	Kadoorie, Mr. and Mrs.
Alexander, Jr. D.	Mrs. and amah
Anderson, R. N. Jr.	Kousmiansky, A.
Arden, J. S.	Lafergue, Mr. and Mrs.
Ascoli, V.	Mrs.
Barbieri, A. T.	Law, Mr. and Mrs.
Baring, H. D.	H. D.
Bate, E. R.	Lloyd, G. T.
Beaumont, G. A.	Lowrie, S.
Bellios, Mr. E. R.	MacGregor, N. C.
Bess, G. A.	MacKenzie, A.
Bernhard, J.	MacLennan, D.
Beynon, Capt. C. R.	G.
Blanch, Mr. and Mrs.	MacIntyre, Mr. & Mrs. N. F.
Blanch, Mr. and Mrs. N. F.	Mrs. Neil
Ball, Mrs. C. E.	Macrae, Mrs.
Burt, W. H.	Marriott, Dr. O.
Bushman, O.	Matheson, Mrs. R.
Carrere, Mr. and Mrs. T. & child	T. & child
Mrs. G. & family	Melcher, J.
Cawley, Mr. and Mrs. W. L.	Marshall, W. L.
Mrs. R. M.	Melia, K. B.
Christie, P. N.	McKenny Dr. C.
Chye, Mr. and Mrs. W. & Mrs. T. F.	W. & Mrs. T. F.
Claxton, A. J.	Mitchell, Mr. & Mrs. E. V.
Cokely, T. A.	Mrs. E. V.
Collins, Mrs. B. V.	Mulder, Mr. & Mrs. J. D. F.
Collins, Mrs. B. V.	Mrs. J. D. F.
Cowan, Mrs. W. F.	Matre, R. E.
Crocker, Miss	Northcote, Capt.
Crozier, Mrs. L. H.	Mr. & Mrs. F. D.
Curry, G. P.	Pickard, Capt. Y. B.
Dallas, J. F.	Pietro, V.
Davis, C. H.	Pinkham, L. E.
Deane, A. F.	Ray, E. H.
D'Oettingen, V.	Reay, Miss F.
Douglas, Mrs. R. H.	Reich, Chas.
Draw, W. C.	Robertson, Capt.
Earle, J. H.	Robinson, Mr. & Mrs. F.
Ehrigfeld, Mr. and Mrs. H. O.	Schmoke, W.
Farmley, Mr. and Mrs. A. E.	Schradach, E.
Mrs. A. E.	Shaw, H. G.
Finlayson, Mrs. C.	Shielkin
Flaher, E. G.	Sibley, J. C.
Fowler, R. A. S.	Solomon, H. H.
French, Mrs. & child	Sutherland, P. D.
Fuller, Denman	Spathe, Mr. & Mrs. H.
George, Mr. & Mrs. F. J.	Spittles, Mr. and Mrs. James
George, Miss	Square, Miss
Glaus, A. O.	Swift, Mr. and Mrs. and maid
Goodrich, O. G.	Tibbey, Mr. and Mrs. H. M.
Gordon, A. L.	Vermeil, G.
Goulbourn, V.	Vollbrecht, E.
Gould, Mr. & Mrs. J.	Vollbrecht, Mrs. E.
Granger, L.	Watkins, C. E.
Gratians, D. M. G.	Watkins, C. E.
Grisham, R. J.	Webb, Mr. & Mrs. B.
Hai, Y. L.	Webb, Mr. & Mrs. B.
Hall, Capt. T. P.	Webb, Mr. & Mrs. B.
Harbord, W. T.	Webb, Mr. & Mrs. B.
Harrison, A. E.	Webb, Mr. & Mrs. B.
Herdman, A. E.	Webb, Mr. & Mrs. B.
Hobbs, W. N.	Webb, Mr. & Mrs. B.
Hodgkinson, Mrs. U. S.	Webb, Mr. & Mrs. B.
Holgate, H.	Webb, Mr. & Mrs. B.
Hodgkinson, Mrs. A. G. W.	Webb, Mr. & Mrs. B.
Hoppe, E.	Webb, Mr. & Mrs. B.
Hopkins, E.	Webb, Mr. & Mrs. B.
Innes, Capt. R.	Webb, Mr. & Mrs. B.
Judah, Mrs. A. N.	Webb, Mr. & Mrs. B.
E.	Webb, Mr. & Mrs. B.
Komoro, S.	Webb, Mr. & Mrs. B.

ASTON HOUSE.

Auld, J. B.	Maher, A. V. C.
Baudet, R.	Hoagland, Mr. & Mrs. W. A.
Byan, M.	Hoagland, Mr. & Mrs. W. A.
Riot, L.	Hodges, B. F.
Brown, J.	Laubis
Byrne, J. D.	Luxemb, V.
Carroll, Mr. and Mrs. J. C.	McKinnon, O. W.
Chapman, John B.	Milne, Mr. and Mrs. H. V.
Chen, H. V.	Milne, Mr. and Mrs. H. V.
Chopard, F. A.	Miller, H. H.
Cima, A.	Morton, Mrs. S.
Clarkson, W. S.	Mason, F.
Cohan, A. J.	Newman, J. O.
David, A. J.	Norton, A. W.
Dorey, S. H.	Nungesser, O.
Evans, Geo.	Ortega, J.
Feinstein, B.	Pearson, J.
Goldenberg, A. B.	Scott, J. A.
L.	Wilks, A. P.
Habo, W.	Williams, F. E.
Maher, Miss	Woodward

KING EDWARD HOTEL.

Aoki, T.	Lemire, Mr. and Mrs. and child
Arora, F.	Mrs. and child
Baldwin, Mr. and Mrs. Maj. Capt. and Mrs. A. M.	Mrs. and son
Begle, E. L.	Massey, Miss
Blawell, Mr. and Mrs. G. A. F.	May, G. H.
Biss, Mrs. and child	McHugh, Mr. and Mrs. F. E.
Rowley, Mr. J. W.	Moddy, Mr. & Mrs. J. H. N.
Cook, Miss K. M.	Murray, M. F.
Crawford, Mr. and Mrs. F. M.	Mrs. and child
Donaldson, G. L.	Pasmore, Capt. & Mrs.
Evans, J.	Pearman, Mrs. & child
Evans, J.	Phillips, Miss M.
Evans, J.	Phillips, Miss M.
Finchett, Mrs.	Piesbergen, H.
Fraser, T.	Saunders, Miss F.
Grimble, Geo.	Sebenk, Mr. and Mrs.
Hansen, Mr. and Mrs. J. E.	Sibree, Dr. A.
Handerson, R. M.	Spurge, H.
Higgins, E. H.	Stewart, Capt.
Hyde, F. H.	Mrs. Allan B.
Kemp, Mr. & Mrs. A. N.	Taylor, H. H.
Kraft, Mr. and Mrs. D.	Walker, D.
Lavinson, Mr. & Mrs. W. P.	Winlow, Mr. and Mrs. H. P.
Mrs. O.	Winlow, Mr. and Mrs. H. P.
Leu	Winlow, Mr. and Mrs. H. P.

MARKET PRICES.

Hongkong, December 8, 1912.

BUTCHER MEAT.

Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 20
" Corned, — Ham Ngau Yuk	" 20
" Roast, — Shiu	" 20
" Breast, — Nguu Lam	" 16
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yuk Pa	" 20
" do. — Sirloin Cotom, — Ngau Lau	" 30
" Sausages, — Ngau Chaung	" 24
Bullock's Brains, — Know	per set 9
" Tongue, fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	" 80
" Head, — Ngau Tan	" 80
" Heart, — Ngau Sum	" 12
" Hump, Salt, — Ngau Kin	" 18
" Feet, — Ngau Kusk	" 9
" Kidneys, — Ngau Yi	" 18
" Tail, — Ngau Mei	" 12
" Liver, — Ngau Kon	" 12
" Tripe (undressed), — Ngau To	" 6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Yeung Pei Kwat	lb. 22
" Leg, — Yeung Pei	" 22
" Shoulder, — Yeung Shau	" 20
Pigs Chitlings, — Chu Chong	" 22
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	" 25
" Head, — Chu Tau	" 15
" Heart, — Chu Sum	each 13
" Kidneys, — Chu Yiu	" 9
" Liver, — Chu Con	lb. 30
Pork, Chop, — Chu Pai Kwat	" 20
" Corned, — Ham Chu Yuk	" 24
" Leg, — Chu Pa	" 15
" Fat or Lard, — Chu Yau	set 50
Sheep Head and Feet, — Tau Kark	each 6
" Heart, — Yeung Sum	" 9
" Kidneys, — Yeung Yiu	lb. 24
" Liver, — Yeung Con	" 22
Sucking Pigs, To Order, — Chu Cha	" 20
Suet, Beef, — Sang Ngau Yau	" 22
" Mutton, — Sang Yeung Yau	" 22
" Veal, — Ngau Chai Yuk	" 20
" Sausages, — Ngau Chai Chaung	" 20

POULTRY.

Chicken, — Kai Chai	lb. 28
Capons, Large, Small, — Sin Kai	" 28
Ducks, — Ap	" 24
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz 24
Fowls, Canton, — Kai	lb. 30
" Hainan, — Hoi Nam Kai	" 28
Geese, — Ngai	" 25
Geese, Wild, — Shing-ho Yea Ngai	pair 1
Mus Deer, — Wong Keng	each 1
Hare, Shanghai, — Tu Chai	" 65
Partridge, — Che Khoo	" 60
Pheasant, — Shan Kai	pair 1.50
Pigeons, Canton, — Pak Kup	each 30
" Hoihow, — Hoi Hong Pak Kup	" 24
Quail, — Un-Chun	" 15
Rice Birds, — Wo Fa Cheul	dozen 1
Snipe, — Sa-Choy	each 25
Turkeys, Cock, — Phor Kai Kung	lb. 55
" Hen, — Na	" 45
Wild Ducks, — Shai-Shang hoi Sui Ap	" 40
" Teal, — Sui Ap Chai	" 45
Wild Ducks Canton, — Sang-Shing Sui Ap	" 90

FISH.

Barbel, — Ka Yu	lb. 8
Bream, — Bin Yu	" 15
Canton Fresh Water Fish, — Hoi Sin Yu	" 15
Carp, — Li Yu	" 20
Catfish, — Chik Yu	" 18
Codfish, — Mun Yu	" 17
Crabs, — Hai	" 20
Cuttle Fish, — Mak Yu	" 15
Dab, — Sa Mang Yu	" 15
Dace, — Wong Mei Lam	" 8
Dog Fish, — Tit Tu Sa	" 8
Eels, Congor, — Hoi Mann	" 15
" Fresh water, — Tam Sin Yu	" 15
Eels, Yellow, — Wong Sin	" 24
Frogs, — Tien Kai	" 32
Garoupa, — Sek Pan	" 56
Gudgeon, — Pak Kung Yu	" 12
Herrings, — Tao Pak	" 18
Halibut, — Cheung Kwan Kup	" 28
Labrus, — Wong Ka Yu	" 15
Loach, — Wu Yu	" 28
Lobsters, — Lung Ha	" 25
Macraker, — Chi Yu	" 24
Monk Fish, — Mong Yu	" 28
Mullet, — Chai Yu	" 28
Oysters, — Sang Hoo	" 20
Parrotfish, — Kai Kung Yu	" 15
Perch, — Tau Loo	" 15
Pike, — Fa Paw Poong	" 8
Plaice, — Pan Yu	" 18
Pomfret, Black, — Hak Chong	" 20
Pomfret, White, — Pak Chong	" 32
Pawns, — Ming Ha	" 48
Ray, — Pai Pa Ha	" 8
Rock Fish, — Sek Ka Kung	" 14
Shark, — Ma Yu	" 36
Shark, — Sa Yu	" 8
Skate, — Po Yu	" 9
Shrimps, — Ha	" 20
Snapper, — Lap Yu	" 24
Soles, — Tat Sa Yu	" 16
Tench, — Wan Yu	" 18
Turbot, — Cho How Yu	" 20
Turtles, small, fresh water, — Kork Yu	" 56
White Bait, — Ngau Yu Chai	" 1

MEAT.

Almonds, — Hung Yau	lb. 25
Apples (California), — Kam San Ping Kho	" 20
" (Chafoo), — Tin Chun Ping Kho	" 20
" Small, — Hoi Tong	" 20
" Custard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 3
" (brides), Macao, — San Heung Chiu	" 4
Chestnuts, Chinese, — Foong Lut	" 12
Carambola, — Yeung Tuo	" 6
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	" 12
" America, — Kam San Ning Moon	" 8
Lichees Dried, — Lai Chi, small Stone	" 30
" Fresh, —	" 12
Limes, (Sai Gon), — Sai Kung Ning Moong	each 1
Mango, Manila, — Lai Sung Mong	" 1
Mangosteens, — San Chuk Tse	doz 5
Oranges, (Canton), — San-shing Tim Ching	lb. 5
" Sweet	" 6
Pears, (American), — Kam San Shoot Lay	" 15
" (Canton), Cooking, — Sa Lay	" 15
Peanuts, — Fa Sang	" 10
Persimmons Large, — Hung Chie	" 8
Pine-apples, 1st quality, — Poon Ti Paw Law	each 10
" 2nd, — Chung-tang Paw Law	" 8
Plantain, — Tai Chen	" 15
Plums, — Swatow, Hung Lai	" 12
Pumelo, Siam, — Ohim Lo Yau	each 12
" Shanghai, — Lo Kwat	" 14
Walnuts, — Hop Tuo	lb. 14
" Green, — Sang Hop Tuo	" 15
Water Melon, — (Am.) Kom San Sai Kwa	each 15
" (China) Sai Kwa	" 15
Grapes, — Sang Po Tai Tse	lb. 25

FRUITS.

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Beans, (French), Macao, — Oh Mou Pin Tau	" 13
" (French) Shanghai, — Sheung Hai Pin	" 10
" Sprout, — Ah Cho	" 6
" Long, — Tau Ko	" 1
Beet Root, — Hung Chai Tau	each 5
Brinjals, Green, — Ching Yuan	" 8
" Red, — Hung Ker	" 8
Cabbage, Chinese, com, — Kai Choy	" 10
Cabbage Red, — Hung Yeh Choy	" 10
Cabbage, Shanghai, — Yeh Chai	" 10
Cane Shoots, bunch, — Kan Shun	lb. 10
Cauliflowers, Large size, — Tai Yeh Cho Fa	each 15
" Medium size, — Cheung Yeh Cho Fa	" 12
" Small size, — Sai Yen Chai Fa	" 10
Carrots, — Kam Shum	lb. 6
Celery, Chinese, — Tong Kan Chai	" 8
" English, — Yeung Kan Chai	" 8
Chillies Dried, — Gon Lat Chiu	" 25
" Red, — Hung Fat Chiu	" 15
" Green, — Ching Lat Chiu	" 10
Curry Stuff, English, — Kar Lee Chu Liu	" 10
Cucumbers, — Ching Kwa	" 2
Bitter Squash, — Fa Kwa	" 6
Garlic, — Que Tan	" 8
Ginger, young, — Sun Tse Keung	" 5
" old, — Lo Keung	" 8
Horse Radish, Shanghai, — Lik Kan	" 12
Indian Corn, — Suk Mai	each 5
Lettuce, — Yeung Sang Chai	" 1
Water Chestnuts, — Ma Tai	lb. 5
" Mandarin, — Kwai Lam Ma Tai	" 6
Mushrooms, Fresh, — Sang Choo Koo	" 1
Mush Melon, Amer., — Kam-san Hong Kwa	each 15
Okroes, —	" 15
Onions Bombay, — Yeung Chong Tau	" 8
" Green, — Sang Chong	" 6
" Shanghai, — Shang-hoi Chong Tau	" 6
Papaw, 1st qual., — Tai Man Sau Kua	each 10
" 2nd, — Chung	" 6
Parley, — Kun Cho	" 8
Green Peas, — Ching Tau	lb. 1
Potatoes, Sweet, — Fan Shu	" 3
" Shanghai, — Shang-hoi Shu Tse	" 3
" Japan, — Yut Poon Shu Tse	" 3
" American, — Fa Ki Shu Tse	" 8
" Foochow, — Foo-chow Shu Tse	" 3
Pumpkin, — Tong Kwa	" 3
Radish, — Hung Lo Pak Tse	" 5
Rhubarb (Fresh), — Tai Wong	" 1
Sage, — Tse So	" 1
Shallots, — Gon Ching Tau	" 8
Spinach, — Yin Chai	" 5
Tomatoes, — Fan Ker	" 6
" Wai Tau	" 5
Turnip, Panti, (Long), — Lo Pak	" 4
" English, — Yeung Lo Pak	" 4
Vegetable Marrow, — Chit Kwa	" 3
" (American), — Kam-san Chit Kwa	" 3
Water Cress, — Sai Yeung Cho	" 15
" Lily root, — Lan Ngau	" 5
Yams, — Fa Shu	" 6

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Beans, (French), Macao, — Oh Mou Pin Tau	" 13
" (French) Shanghai, — Sheung Hai Pin	" 10
" Sprout, — Ah Cho	" 6
" Long, — Tau Ko	" 1
Beet Root, — Hung Chai Tau	each 5
Brinjals, Green, — Ching Yuan	" 8
" Red, — Hung Ker	" 8
Cabbage, Chinese, com, — Kai Choy	" 10
Cabbage Red, — Hung Yeh Choy	" 10
Cabbage, Shanghai, — Yeh Chai	" 10
Cane Shoots, bunch, — Kan Shun	lb. 10
Cauliflowers, Large size, — Tai Yeh Cho Fa	each 15
" Medium size, — Cheung Yeh Cho Fa	" 12
" Small size, — Sai Yen Chai Fa	" 10
Carrots, — Kam Shum	lb. 6
Celery, Chinese, — Tong Kan Chai	" 8
" English, — Yeung Kan Chai	" 8
Chillies Dried, — Gon Lat Chiu	" 25
" Red, — Hung Fat Chiu	" 15
" Green, — Ching Lat Chiu	" 10
Curry Stuff, English, — Kar Lee Chu Liu	" 10
Cucumbers, — Ching Kwa	" 2
Bitter Squash, — Fa Kwa	" 6
Garlic, — Que Tan	" 8
Ginger, young, — Sun Tse Keung	" 5
" old, — Lo Keung	" 8
Horse Radish, Shanghai, — Lik Kan	" 12
Indian Corn, — Suk Mai	each 5
Lettuce, — Yeung Sang Chai	" 1
Water Chestnuts, — Ma Tai	lb. 5
" Mandarin, — Kwai Lam Ma Tai	" 6
Mushrooms, Fresh, — Sang Choo Koo	" 1
Mush Melon, Amer., — Kam-san Hong Kwa	each 15
Okroes, —	" 15
Onions Bombay, — Yeung Chong Tau	" 8
" Green, — Sang Chong	" 6
" Shanghai, — Shang-hoi Chong Tau	" 6
Papaw, 1st qual., — Tai Man Sau Kua	each 10
" 2nd, — Chung	" 6
Parley, — Kun Cho	" 8
Green Peas, — Ching Tau	lb. 1
Potatoes, Sweet, — Fan Shu	" 3
" Shanghai, — Shang-hoi Shu Tse	" 3
" Japan, — Yut Poon Shu Tse	" 3
" American, — Fa Ki Shu Tse	" 8
" Foochow, — Foo-chow Shu Tse	" 3
Pumpkin, — Tong Kwa	" 3
Radish, — Hung Lo Pak Tse	" 5
Rhubarb (Fresh), — Tai Wong	" 1
Sage, — Tse So	" 1
Shallots, — Gon Ching Tau	" 8
Spinach, — Yin Chai	" 5
Tomatoes, — Fan Ker	" 6
" Wai Tau	" 5
Turnip, Panti, (Long), — Lo Pak	" 4
" English, — Yeung Lo Pak	" 4
Vegetable Marrow, — Chit Kwa	" 3
" (American), — Kam-san Chit Kwa	" 3
Water Cress, — Sai Yeung Cho	" 15
" Lily root, — Lan Ngau	" 5
Yams, — Fa Shu	" 6

Indian Corn,—Suk Mai	each	5
Lettuce,—Yeung Sang Choi	"	1
Water Cheenuts,—Ma Tai	lb.	5
Mandarin,—Kwai Lum Ma Tai	"	6
Mushrooms, Fresh,—Sang Oho Koo	"	—
Mush Malon. Amer.—Kam-san Hong Kwa	each	—
Okroos...	lb	15
Onions Bombay,—Yeung Chong Tau	"	8
Green,—Sang Chong	"	6
Shanghai,—Shang-hoi Chong Tau	"	6
Papaw, 1st qual,—Tai Man Sau Kua...	each	10
2nd Chong	"	6
Parsley,—Kun Oho	"	8
Green Peas,—Ching Tau	lb.	—
Potatoes, Sweet,—Fan Shu	"	3
Shanghai,—Shang-hoi Shu Tsa	"	3
Japan,—Yut Poon Shu Tsa	"	—
American,—Fa Ki Shu Tsa	"	8
Fochow,—Foo-chow Shu Tsa	"	—
Pumpkin,—Tong Kwa	"	3
Radiah,—Hung Lo Pak Tsai	"	5
Rhubarb (Fresh),—Tai Wong	"	—
Sage,—Tse Go	"	—
Shallots,—Gon Chang Tau	"	8
Spinach,—Yin Choi	"	5
Tomatoes,—Fan Ker	"	6
Taro,—Wu Tsu	"	5
Turnips, Punti, (Long),—Lo Pak	"	4
English,—Yeung Lo Pak	"	—
Vegetable Marrow,—Chit Kwa	"	3
(American),—Kam-san Chit Kwa	"	—
Water Cress,—Sai Yeung Cho	"	15
Lily root,—Lan Ngau	"	5
Yams,—Ta Shu	"	6

The prices necessarily vary from day to day and the Board has no power to compel stallholders to sell at the prices

W. BOWEN-ROWLANDS
Secretary, Saturday

Exchange

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

